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FEBRUARY 2020 NO. 293

The Caribbean's Monthly Look at Sea & Shore

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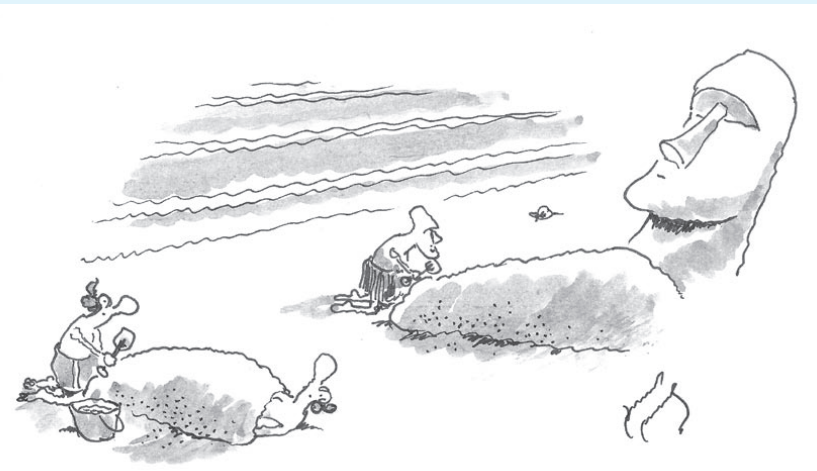
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On the cover: Clare Pengelly's camera captured the jubilation on the Rodney Bay Marina, St. Lucia, docks as the ARC Youth Team of young sailors from St. Lucia, the Canary Islands and the UK arrived after 3,000 miles and 17 days at sea. See story on page 18.



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Missing or Overdue Boat?

Concerned about a missing boat? Want to help keep an eye out for one? Visit http://boatwatch.org and the accompanying Facebook group called Boat Watch. The website makes it easy for you, your family members or friends to file a report to Boat Watch regarding a missing, overdue or stolen boat.



Retired FBI Agent and liveaboard sailor Glenn Tuttle at his shoreside Boat Watch station.

Since July of last year, the husband-and-wife team of Glenn and Eddie Tuttle have owned and managed the International Boat Watch Network (IBWN), serving as a conduit between the family and friends of overdue and missing cruisers and the many governmental agencies responsible for Search and Rescue Operations throughout the world. They will work directly with family members and friends of missing cruisers to assist in their interaction with government officials if needed.

Eddie and Glenn Tuttle bring a wealth of experience and service to managing this organization. Both are retired FBI Agents with a combined 49 years of service. Both have lived aboard both sail and powerboats on a full-time basis for 30 years, and are licensed Amateur Radio Operators: Glenn K9TUT and Eddie K9TOT.

Glenn is an active member of the US Coast Guard Auxiliary and a licensed Telecommunications Operator both on HF and VHF for the Auxiliary. He is also an active member of the Department of Homeland Security SHARES Program, which would transmit critical messages to coordinate emergency operations if traditional means of communicating via landlines and cell phones are damaged or destroyed.

In addition, he is a former Net Manager of the Waterway Radio & Cruising Club, serving amateur radio operators on boats for over 50 years, and is current Net Manager of the Seven Seas Cruising Association's HF radio net, FCC call sign KPK. KPK is on the air daily at 1215 hours UTC on frequency 8.104. The SSCA is in partnership with the Caribbean Safety and Security Net, which reports on crimes against yachts in the Caribbean.

Check Boatwatch.org for current watches, unresolved cases, resolved cases, resources, float plans, and interesting stories of actual rescues, as well as tips on being a well-prepared and educated cruiser. If you have a rescue story or news regarding safety at sea, Boat Watch would be glad to post it on their website. There is also an easy-to-use form for filing a report of a missing or overdue vessel.

Visit http://boatwatch.org.



Robinson Wins Charter Lifetime Award

Bobbi Fawcett reports: A Lifetime Achievement award is given annually at the Antigua Charter Yacht Meeting by the Charter Yacht Brokers Association to an active outstanding supporter of the charter yacht industry. This year's recipient was Captain Jan Robinson, who started out in 1979 operating 60-foot steel charter boat, *Vanity*, with a 150-pound Newfoundland dog aboard. Returning guests kept requesting Jan's recipes over the next decade.

Along with her own recipes, she collected, collated and tested other charter yacht chefs' recipes to create the first of a dozen cookbooks — *Ship to Shore 1, …*

—Continued on next page



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…in 1983 — which she sold at major US boat shows. As "the Galley Gourmet" Jan made several TV appearances, demonstrating recipes from her *Ship to Shore* series in the early nineties. This exposure brought mainstream recognition to the already mushrooming crewed charter yacht industry. For the next 25 years, it was a natural for her to coordinate and judge culinary contests at Caribbean and European charter yacht shows.

The Lifetime Achievement award was presented to Captain Jan by the Charter Yacht Brokers Association Immediate Past President, Kathleen Mullen of Regency Yacht Charters, on December 5th, 2019, at the historic Nelson's Dockyard in Antigua.

New Dock at Mayreau

Chris Doyle reports: A handsome new dock with a dinghy landing has been built between Saltwhistle and Saline Bays on the Grenadine island of Mayreau. Be aware,



however, that this is part of the new resort development and not a general public facility. If you tie your dinghy there, be considerate and go up to the resort for a meal or a drink.

eXXpedition Crew Reaches Panama

eXXpedition is a not-for-profit organization of all-female scientific researchers. It has run expeditions all over the world — trips with a focus on highlighting the impact single-use plastic is having on our planet's ecosystems and on human health. Its current two-year mission is to circumnavigate the globe under sail, exploring the problem of microplastics in the oceans by taking and studying samples.

eXXpedition closed the decade by celebrating the arrival of the Leg Five crew at Shelter Bay Marina in Panama. They disembarked just in time for Christmas after completing the last leg of the year of eXXpedition Round the World – Leg 5: Aruba to Panama via Guna Yala (San Blas). Shelter Bay welcomed the crew by hosting a talk at the marina.



Guna students had the opportunity to create their own Foldscope microscopes.

Sailing from Aruba to Panama, the multidisciplinary women on board *S/V TravelEdge* were from seven different nations, with experience ranging from scientific research to marketing. Unfortunately, they came across an astounding amount of plastic pollution during both their beach clean-ups in Aruba and Guna Yala and during manta trawls underway, collecting hundreds of microplastics in each sample — the most they've seen so far on any leg.

En route to Shelter Bay the eXXpedition crew visited school children in Guna Yala and facilitated activities on plastic pollution, including a play (to overcome language barriers) about the plastic pollution problem and where the issue stems from. They also carried out STEM outreach with about 20 students who created their own Foldscopes. A Foldscope is an origami-based microscope that is inexpensive, portable, and durable, and that gives the same optical quality as a conventional microscope. It was developed by the Prakash Lab at Stanford University, which, with support from the Moore Foundation, generously donated a box of Foldscopes.

Visit www.eXXpedition.com for more information.

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Cuban Commodore Visits Florida Yacht Club

On December 14th, Commodore José Miguel Díaz Escrich of the Hemingway International Yacht Club of Havana, Cuba, was received at the Fort Pierce Yacht Club in Florida by Commodore Diane Korbey. An Agreement of Friendship and Collaboration between HIYC and FPYC was signed and club burgees were exchanged in the presence of the Florida club's members, followed by a Christmas party.

Commodore Escrich, who was accompanied by his daughter and granddaughter, thanked Commodore Korbey and expressed to all those present that HIYC is working very hard to strengthen the bonds of friendship and collaboration with the international nautical community, especially with the United States with which it has organized hundreds of nautical events since the foundation of this Cuban nautical institution in 1992. He noted that more than two thirds of the 3,450 members of the Hemingway International Yacht Club of Cuba, from 73 countries, are Americans.

Commodore Korbey announced that they will work to organize a delegation of the FPYC to visit Cuba next year.

The partnership with FPYC concluded a busy year for HIYC. From November 2018 to November 2019, in celebration of the 500th anniversary of the founding of Havana, HIYC hosted nautical parades, regattas, rallies and nautical exhibitions along the Havana Malecon, and an exhibition of naval modeling with sailing and motor racing of naval models at HIYC headquarters. The club also organized academic events such as "Havana and the Sea in its 500 Years," which featured a keynote lecture by Dr. Eusebio Leal Spengler, Historian of Havana, and in which 32 papers by scholars from Argentina, Spain, Portugal and Cuba were presented. The topics included the history of Havana Harbor's strategic military evolution and its Spanish Colonial fort system, Havana's contribution to maritime culture in Cuba, and Havana Harbor's new environmental and tourism challenges.

Also during 2019, HIYC hosted two regattas and a rally from the United States, and made a special contribution to the Little Princess of the Sea Aquatic Carnival, held in Havana Harbor, which earned it the Grand Prize of that event. A Future Sailors Workshop was organized by HIYC and the National Aquarium of Cuba, with more than 200 children receiving sailing instruction.

Contact yachtclub@cnih.mh.tur.cu for more information.

Union Island Conch Fest this Month

The Union Island Conch Festival, hosted by the Union Island Tourist Board, is slated to take place on the Anchorage Hotel lawns on February 29th and March 1st, featuring food, culture, entertainment, conversations, competitions, education and more.

Dominica's Yachtie Appreciation Week

Offshore Passage Opportunities reports: March 12th through 25 will be the fifth Annual Yachtie Appreciation Week celebrating the mooring field in Portsmouth, Dominica.

The first year of YAW 25 boats showed up, which was a good turnout since only ten new moorings were in place. The second year there were 102 boats, and last year there were 72.

We expect to have a strong turnout in 2020. However, PAYS encourages boats to visit all year long and pick up a new mooring at a bargain price of US$10 per night. The money goes to pay for a security boat to patrol at night.

Dominica is an island you'll want to explore, but boat owners and crew will not leave their boat if they think there is bad holding ground or the mooring is suspect. Also, if they think unoccupied boats will be burglarized, they will not stray far from the anchorage. With the new mooring field and security under the PAYS organization, you can feel comfortable taking a tour of the island, planning a dive through a local dive shop, or leaving the boat for the day to hike on the Waitukubuli Trail.

For more information see ad on page 25.

New Water-Bottle Fill Station in Carriacou

Richard Laflamme reports: Carriacou's first water-bottle filling station has been set up at Bossman's Variety Store. You can fill your own reusable bottle with rainwater or a commercial brand. In order to make this initiative sustainable, a minimum contribution is required that is less than the price paid for water in plastic bottles. Forgot your own bottle? Recycled glass bottles are offered for a minimum contribution. A recycle bin is available to collect your glass bottles and jars.

This station is a No-To-Single-Use Association initiative to stop using single-use plastic water bottles in Carriacou. Carriacou does not recycle plastic bottles. They end up

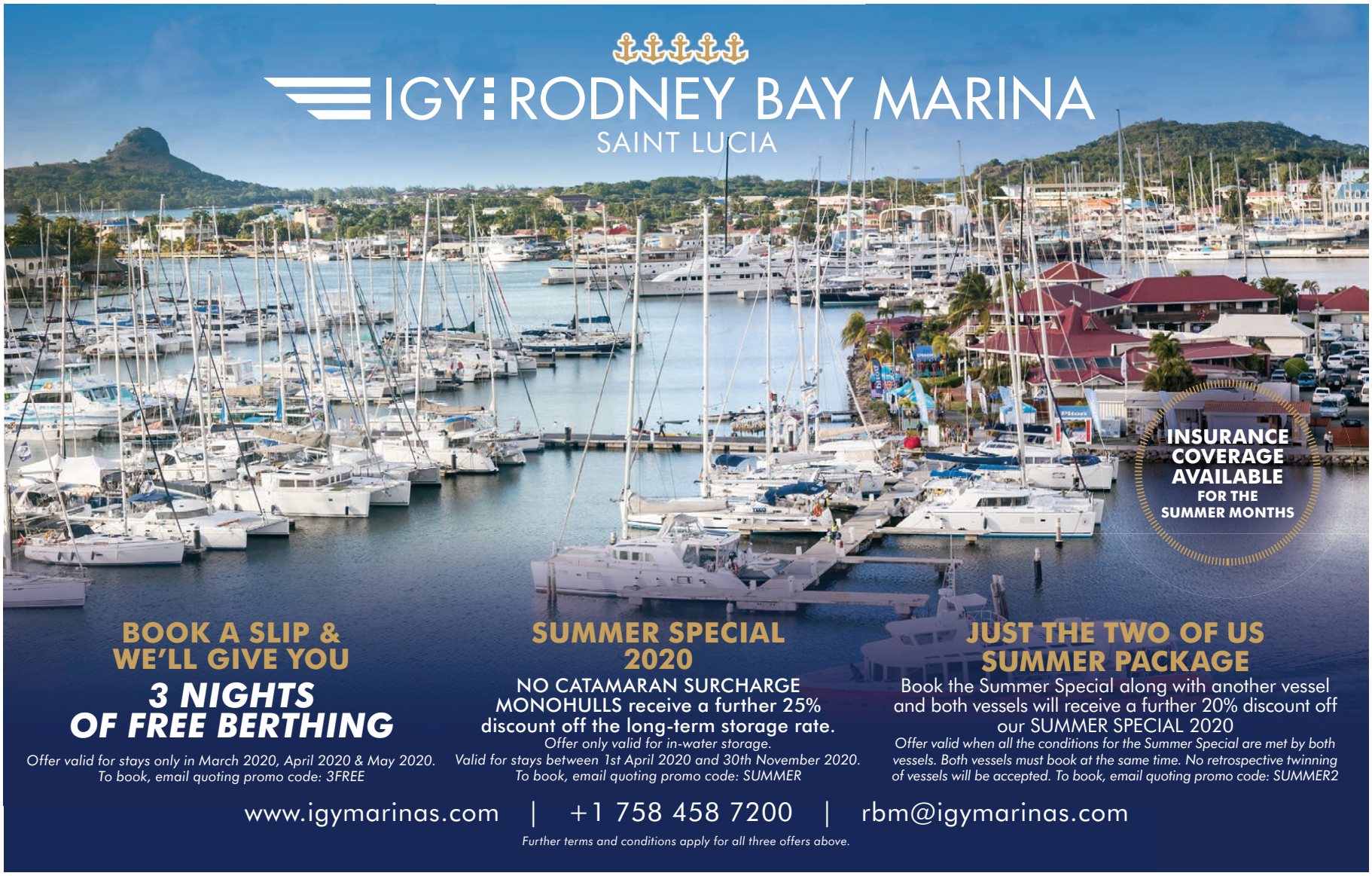


in the landfill, or worse, in the sea. The Government of Grenada already banned styrofoam and single-use plastic bags, but banning single-use water plastic bottles will be another challenge. Meanwhile, all water national brands in Grenada offer five-gallon refillable/returnable containers.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertiser *Picton Castle*, on page 13.

Good to have you with us!



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BUSINESS BRIEFS

Change of Management at Budget Marine St. Maarten

Nicole Corvellec reports: Budget Marine St. Maarten announces a change of management. Founder and recent General Manager Robbie Ferron is stepping down and handing over the reins to a team led by Jim Hodge, a former Operational Manager, who has returned to the company after a short period elsewhere. Hodge will take up the position of General Manager in St. Maarten.

Great efforts have been made in the St. Maarten store in the last year, with a redesigned retail space, revamped replenishment systems, and an all-time high inventory. Hodge, in his management role, will continue the development of the store with the support of a strong team that has extensive experience in all the fields required by a leading modern chandlery and distribution center.



Former Operational Manager Jim Hodge is now GM at Budget Marine's St. Maarten store.

Robbie Ferron will continue to work on a regional level as a director and will support product research and development.

For more information on Budget Marine see ad on page 2.

Northern Lights Shine at Antigua Charter Show

On December 6th, 7th and 8th, personnel from Northern Lights and Parts & Power visited the 58th Annual Antigua Charter Yacht Show. Northern Lights VP and General Manager Kit Purdy, Don Schutte from the Northern Lights Florida Branch, and Tom Gerker and Rob Hales from Parts & Power visited yachts at the show to see how many participants had Northern Lights products aboard. Over 30 percent of the yachts had a Northern Lights, Lugger or Technicold Product on board.

Most of the yachts with Northern Lights Equipment had nothing but positive feedback to give. The crew from Northern Lights and Parts & Power ran into several boats that were having issues, however. One vessel had recently had their generator rewound and had a catastrophic failure on the new winding while docking in Antigua. Thanks to some fast action on the part of Kit, Northern Lights was able to get a new 90kW generator end air freighted to Antigua, where the local Northern Lights Dealer Marine Power Service installed it in time for the yacht to make their charter.



Getting to the heart of it — meeting clients in the engine room.

The teams from Northern Lights and Parts & Power were able to answer questions from engineers and captains about operation, maintenance, service and where to get support anywhere in the world. Customers were able to give feedback on the products and, in some cases, make recommendations on how to improve them.

Participants from Northern Lights and Parts & Power have been attending the ACYS for more than 20 years.

For more information on Northern Lights see ad on page 33.

New GM at Bitter End, Virgin Gorda

The Bitter End Yacht Club in Virgin Gorda, BVI, has announced the appointment of Patrick Vincent Brizio to the role of General Manager and Owner's Representative. Patrick will lead the resort's comeback from the devastation of Bitter End in 2017 by Hurricane Irma. Hailing from the United Kingdom, Patrick has over 30 years of experience in the global hospitality sector as well as construction and development expertise in the Caribbean, Europe, the Middle East, and Asia. Before entering the hotel and construction and development industry, he served in the Royal Navy for 14 years as a director of marine engineering and shipbuilding for the UK Ministry of Defense. His track record makes him qualified to guide Bitter End's comeback, anticipated to commence this year. Bitter End Yacht Club is gearing up for a 2020 reopening, led by its marina and mooring field.

Suzuki for Cleaner, Safer San Juan Bay

In late 2019, Suzuki Del Caribe launched the #WorldCleanUpCampaign in Puerto Rico in collaboration with Club Náutico De San Juan Sailing Academy and the San Juan Bay Estuary. Suzuki Marine personnel and sailing academy students helped cleaned up waste around the San Juan Bay area.

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Estuary staff provided education on microplastics and how they affect marine life in our waters. The students had a great time learning and contributing to taking care of our waters. This is fundamental teaching that Suzuki wants to provide the coming generations.

Suzuki has also made a pledge to eliminate plastic water bottle usage and will be supplying insulated re-usable bottles for all future events.

In the security area, in December the San Juan City Police unveiled their new patrol and rescue boat to reinforce their services in San Juan Bay and coastal areas. The new Metal Shark Fearless 36 is powered by triple Suzuki DF300APX with Lean Burn and Selective Rotation technology for superb performance and class-leading efficiency. It is rigged with specialized dive and rescue equipment as well as night vision cameras for night patrol. Also, their Regulator 27 patrol boat was re-powered with twin DF250APX. San Juan City Police joined other law enforcement agencies that have put their confidence in Suzuki to provide them with the strength and dependability to protect and serve.



Suzuki Del Caribe is committed to a cleaner, safer San Juan Bay.

These past months confirm Suzuki's commitment to protecting and taking care of our planet as well as the people that live on it.

For more information on Suzuki Del Caribe see ad on page 22.

Lumbadive's 20th Anniversary

Lumbadive, a dive shop in Carriacou, was created in 2000 and ten years later acquired by French Canadians, who developed it into a PADI 5 Star/Green Star resort. In late 2012, Diane Martino became solo owner.

Today, the dive center has two compressors, offers Nitrox, and includes a classroom, a boutique, hot showers, and a terrace facing the bay to enjoy the sunset. Recently, a private jetty was extended to offer easier access.

Diane says, "We want to thank all our returning customers and the new ones for their support through the years. Your comments and suggestions were listened to and improvements were established. You made us better every day."

In 2020, Lumbadive will celebrate its 20th anniversary with various festivities and specials throughout the year.

Visit Lumbadive's social network pages for more details.

Centenario Canal Agent Ready for Busy Month

Erick Galvez reports: December 2019 was very busy for boats transiting the Panama Canal prior to the increase of tolls effective on January 1st. We hope to have satisfied all our customers who contacted us promptly to transit the Canal before the end of the year, both southbound and northbound. Now we are in the high season with yachts in transit during the month of February.



Dottie Sue *is in the Atlantic. Thank you, Centenario!*

With the large number of boat arrivals including a rally, the limited number of canal advisors for transits per day, and the carnival holidays around the corner, we expect some congestion, as is usual for this month. We are available to help yachts achieve smooth progress; we endeavor to obtain the first space available to get them through the canal as quickly as possible. Our valuable service will free sailors from the stress of the process and give westbound sailors extra time to prepare for their journey across the Pacific Ocean.

Meanwhile, we invite you to enjoy Panama itself, with its non-stop four days of carnival, surfing and fishing, the Pearl Islands, Boquete and El Valle highlands, Bocas del Toro, Panama City's old town, summer fairs throughout the countryside, and much more during our hot summer season. Don't forget your sunglasses, suntan lotion, and a good sombrero!

Recent happy clients Neil Halvorson and Charles Jensen say: "We're safely docked in the marina. We appreciate all you did for us, above and beyond. Guti, Nick, and Alberto were fantastic, a pleasure to be with and very good line handlers. Thanks for everything."

For more information about Centenario see ad on page 37.

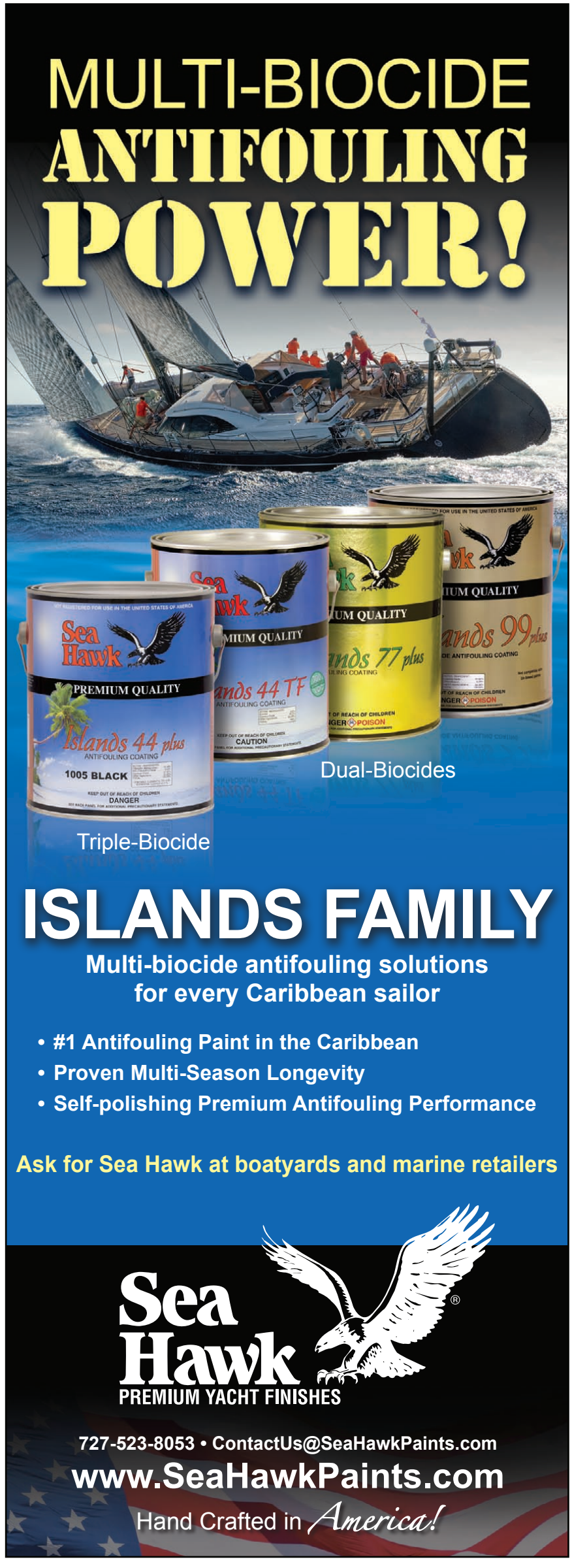
Marigot Bay Marina Expects Bumper Season

Marigot Bay Marina on St. Lucia is anticipating a busy season with the number of visiting yachts expected to top previous seasons. Between December 2018 and March 2019, Marigot Bay Marina welcomed 220 yachts per month, varying in size from small sailing vessels to M/V *Naia* at just under 250 feet.

"We have always been popular with yacht captains and owners, but now we are on the radar of the large charter companies, who are attracted to our marina as the perfect place to start and finish charters, because of the beauty of the bay, the personalized service on the docks, and the fantastic international flight connections St. Lucia enjoys," said Marigot Bay Marina manager, Troy Blanchard.

The marina has recently completed a full upgrade, which includes a brand-new marina boardwalk, a redesigned bridge that connects the marina to the resort, and a new marina restaurant called Hurricane Hole. The Marina Village offers a complete range of shopping amenities, including a full provisioning service available by advance order.

Visit www.marigotbayresort.com/marina/marina-information for more information.



Caribbean Charter Trade Evolution on Show

by David H. Lyman



Superyachts lined the docks at Falmouth Harbour. No boats under 60 feet were represented at this year's Antigua show.

Twenty-odd years ago I sailed into English Harbour, Antigua, on my Bowman 57 ketch, *Searcher*. I dreamed that yacht charting was to be my next career move, and the way into this was the Antigua Charter Yacht Show. That dream didn't play out, but I did learn a few things. Mainly, I was not cut out to be a charter yacht captain.

At that 1997 Charter Yacht Show, there not a single powerboat or catamaran. The wall at Nelson's Dockyard was lined with 40- to 60-foot sloops, ketches and schooners, all owner-operated, each run by a couple or a crew of three. While there are still these small crew, serious sailing yachts available for charter worldwide, none under 60 feet was represented at this year's Antigua show.

When I sailed into Falmouth Harbour this past November, my jaw dropped. I counted over 50 superyachts lining the docks at Falmouth Marine and the Antigua Yacht Club. When I walked over to Nelson's Dockyard to pick up my press badge, I counted another 50 yachts, but only a few had masts.



Paul Deeth, Chairman of the Antigua Charter Yacht Meeting, says, 'Today's guests are interested in another kind of vacation experience.'

What has happened to the yacht charter world in the past two decades? The boats have changed, I can see that, but has the market changed? I went in search of answers.

I interviewed Paul Deeth, the boat show's chairman. A native of Antigua, Paul spent his youth skippering private yachts, his and those of others. He's ashore now, a hotelier running the Admiral's Inn and its restaurant, Boom, in English Harbour. "What's changed?" I asked.

"The size of the yachts now available for charter. They've been getting bigger and bigger each year. A few years ago we had over 150 boats in the show. This year we have 63 yachts in the show, but they are all much larger."

"Has the market changed? Are the paying guests different?" I asked.

"Yes. Today's guests are interested in another kind of vacation experience. They are looking for a higher level of service and higher level of accommodations." It looked to me as if the superyachts in English Harbour were owned by the one percent, and it was the two percent that could afford to charter them. At US$50,000 to $500,000 for a week, plus expenses and crew gratuities, chartering has largely become a rich persons' vacation option.

The year's Antigua Charter Boat Meeting had 63 yachts registered. Of those, 17 were over 100 feet, nine over 200 feet. Twelve were multihulls and only 14 had masts and sails.

"I counted more than a hundred yachts at the docks," I said to Paul. "But you say only 63 are in the show. What are the rest doing?"

"In recent years English Harbour and Falmouth have become a superyacht haven in the winter," Paul explained. "With deep water and room to maneuver, plus extended dock space and shore services, many superyachts are based here. All are privately owned. Some do charter, many do not." In addition, I thought, Antigua is right in the middle of the Caribbean's prime cruising grounds.

The five-day show opened on December 5th, with a steel band playing as a lavish dinner was served on the lawn at Nelson's Dockyard. More than 500 people were in attendance. These included 350 charter brokers, the people who sell and book the charters. Each paid a US$175 fee, plus airfare and accommodations to be here for five days for the opportunity to inspect the yachts. Added to these were the 175 vendors who service the charter yacht fleet. These are wine merchants, shipyards, designers and electronics installers and more. Add, too, the skippers from 63 yachts and upwards of 300 crew from those yachts and there were nearly 1,000 people in town for this year's show. Oh, yes. Can't forget the media. There were just ten of us.

"This is strictly a professionals' event," Paul explained; the public is excluded. "We changed the name from 'Show' to 'Meeting' a few years ago to make it sound more a professional gathering than a public boat show."

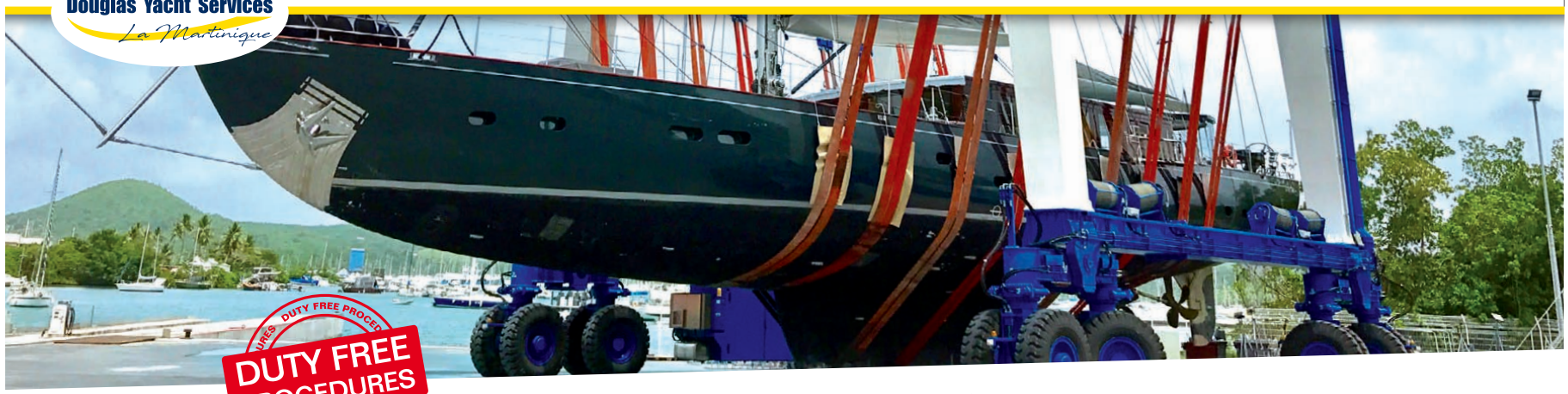
Who really runs this charter business?

"It's the agents, brokers and wholesalers," Karen Shea told me. She's been an agent with Nicholson Yacht Charters for more that three decades. "The show is for really for us, the brokers," she told me over breakfast one morning..

Charter brokers come from around the world to visit the yachts, sample the chefs' fare, and meet the captain and head stew to get a sense of each boat's style and the hospitality of the crew.

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They explore every nook and cranny, sit on the beds, open drawers, inspect the shower. They remind me of high-end real estate agents, looking for what will appeal to a potential client, or not. It's these agents who sell the charter — the boat, the crew and the experience. After all, if you're going to shell out the price of a mid-size house on a one- or two-week vacation, you want some assurance of what you'll get.



Karen Shea (right) from Nicholson Charters and Hope Swift of Swift Yacht Charters. The brokers sell the charter — the boat, the crew and the experience.

Why do people pay so much to charter one of these yachts? I asked.

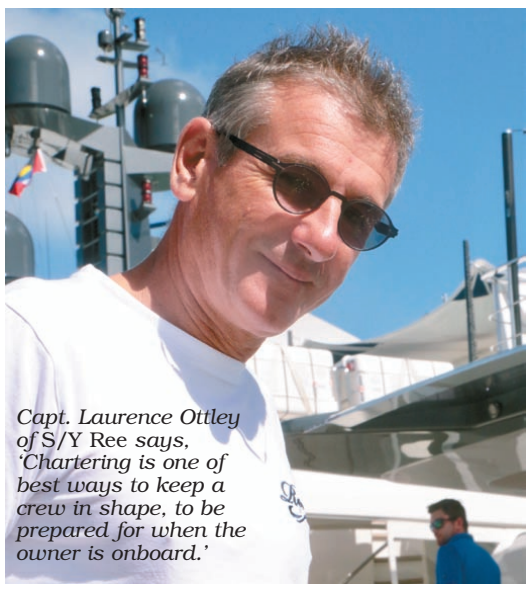
"Crewed charters provide a tailored experience," Karen told me. "Our clientele is not looking for a cruise ship experience or a luxury resort vacation. They want privacy. They want to go where and when they want, and be taken care of by professionals, including trained world-class chefs."

I spent a morning with Karen and her assistant Julie. They had a full schedule of yachts to inspect. As we boarded the first yacht, the 112-foot luxury sailing yacht *Ree*, I realized I was entering another world. This was no Hylas, Oyster or Swan, even a Hinkley: this was a yacht leagues ahead of the yachts I've sailed on and skippered.

As we boarded and entered the aft lounge deck, *Ree's* 25-foot beam made it feel more like a catamaran than a monohull. As we stepped through the sliding glass doors into an air-conditioned interior, I was entering the lobby of a luxury hotel. We were led down the companionway to the guests' quarters: two cabins on either side and a master suite at the end. *Ree* offers accommodation for up to ten guests, served by an attentive crew.

"How many in the crew?" I asked *Ree's* skipper, Laurence Ottley, a life-long mariner with a background on traditional vessels. He's been *Ree's* skipper for nearly seven years, working for the same owner.

"There are five of us," he began. "A chief engineer, and on this boat that is essential. My first mate is a very capable woman, and our young chef is doing an amazing job under demanding conditions. But it's our head stewardess who cracks the whip and keeps us all in line and the ship running on schedule." Head stewardesses have a lot of say on these yachts, I gathered, as they work closely with the owner or the charter guests to ensure the experience is what they expect.



Capt. Laurence Ottley of S/Y Ree says, 'Chartering is one of best ways to keep a crew in shape, to be prepared for when the owner is onboard.'

"The crew is aboard year round," Ottley said. "We work a full schedule, with occasionally a week or two off. This boat demands it. There is a lot of equipment, systems, surfaces and fabrics that need attention. To maintain it properly, we have to be on top of it all. Then, there's the delivery time. We cross the Atlantic twice each year, between here and the Med, and that eats up two months of our year. The crossing is hard on the boat. It takes us some time to get her back in the shape she deserves.

"How many charters might you do in a year?" I asked.

"We currently have six bookings for this season, which is very good. But time off from charter is not down time; this is when the boat gets her upgrades and maintenance. The crew is actually working harder off charter."

Does chartering return a profit for the owner? Paul, Captain Ottley and others all agreed that chartering is not profitable. It does feed some cash back into the yacht's maintenance but not into the owner's pocket. So why do owners put their yachts out for charter?

"Chartering is one of best ways to keep a crew in shape, to be prepared for when the owner is onboard," Ottley told me. It was Paul who added the old adage, "Ships and crews rot in port."

I was curious about the owners of these large motor and sailing machines. I asked Paul and Captain Ottley: Why do people spend millions and millions to own a yacht, why don't they just charter?

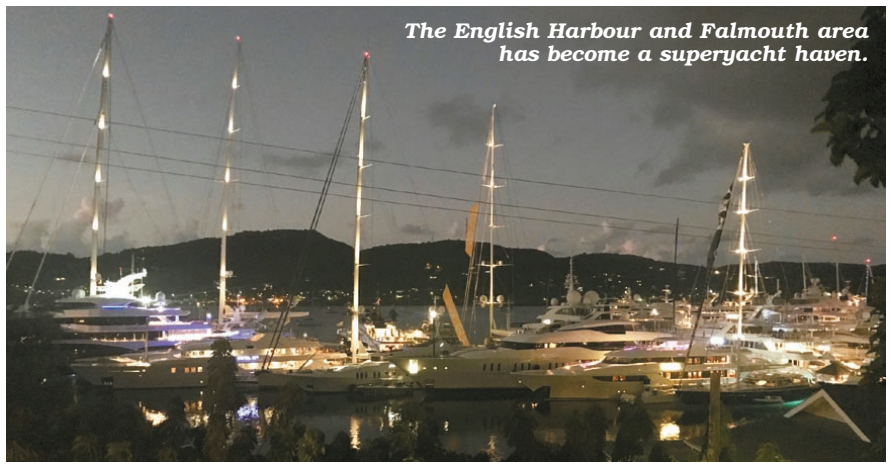
"It's not the actual experience of being on a boat, it's the pride of ownership," Paul said. I could relate to that. I've owned or been owned by five different sailboats, and ownership is a deeply personal and satisfying experience.

I asked Ottley the same question. Why do people own a superyacht when they spend so little time aboard?

"They each have their own reason, but there is the owner's dream, the dream of one day they'll board their own yacht and go sailing off on an adventure." Karen Kelley Shea and Ottley both mentioned that owners live vicariously through the adventures and travels of their crews.

"My owner wants to know how each charter, each voyage went. I keep him informed when we are at sea on a delivery." In reading the superyacht magazines I find that many owners are builders, idea people, creative enterprise people, driven to build a world that reflects their vision. A superyacht can be another of their endeavors. Many get deeply involved in the design stage, working with architects, naval engineers, system designers and builders during the construction of their next yacht — many have more than one.

The market for crewed charter yachts has changed as the world economy has changed and the rich get richer. The middle class that used to make up a large portion of the crewed charter market no longer has the means to charter the yachts I saw at this year's Antigua Show, so they downsize, charter a bareboat for a few weeks, or buy a modest 40-footer of their own.



The English Harbour and Falmouth area has become a superyacht haven.

The five days were eye opening. I got to see some amazing yachts, some the size of small cruise ships, others high-tech models giving a hint of what the future of superyachts may become.

"It all up in the air right now," Paul Deeth, told me. "With the election next year in the US, the global economy will change. We are all holding our breath."

See video footage from the show at https://vimeo.com/user779335/download/384899986/d05747ddc9

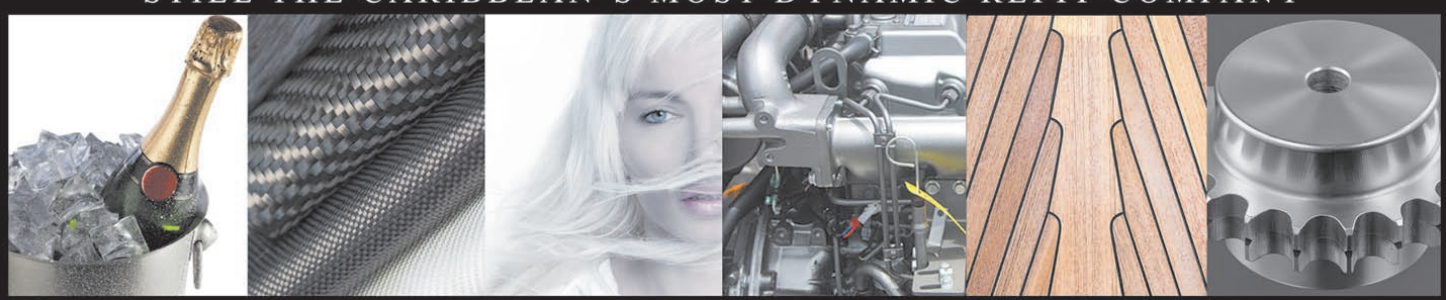
David H. Lyman, from Camden, Maine, is a photojournalist and author. A former yacht owner and delivery skipper, he's spent more than 20 seasons in the Caribbean.

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Robert Long, owner of Hylas 46 *Ocean Leaper* following an extensive refit after severe fire damage.

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Caribbean ECO-News

OECS Joins Global Green Growth Institute

In November 2019, the Organisation of Eastern Caribbean States became the 34th Member of the Global Green Growth Institute. The OECS (Antigua & Barbuda, Dominica, Grenada, Montserrat, St Kitts & Nevis, St. Lucia and St Vincent & the Grenadines, with the British Virgin Islands, Anguilla, Martinique and Guadeloupe as associate members) is the first regional integration organisation to become a member of GGGI.

The GGGI is a treaty-based international, intergovernmental organisation dedicated to supporting and promoting strong, inclusive and sustainable economic growth in developing countries and emerging economies. It has operations in over 30 developing countries.

The threats of climate change have severely affected Caribbean states with rising sea levels, food insecurity due to lower yields in agricultural production, and strengthened weather systems such as hurricanes. The combined work of the OECS Commission and GGGI helps to identify and develop projects that support countries with the adoption of green growth policies, gaining access to climate finance and promoting sustainability in the region, particularly in the areas of renewable energy and sustainable transportation. The OECS and GGGI have worked jointly to review insurance mechanisms for solar photovoltaic installations, and to investigate incorporating standards for rooftop solar photovoltaic installations into the OECS building code.

Visit www.gggi.org for more information.

Trinidad's Toco Reef Demonstrates Resilience

As reported by Stephon Nicholas on January 3rd at https://newsday.co.tt, Toco's patchy coral reefs, extending from Grande L'Anse to Salybia Bay in Trinidad, demonstrate the persistence of reef communities in marginal environmental conditions. While the coral reefs of neighboring Tobago thrive in relatively calm and clear waters that are conducive to coral reef development, the marine conditions around Toco are turbulent, turbid and flushed by nutrient-rich Orinoco River waters. Nevertheless, in these extreme conditions there is evidence of historical reef development and a persistent reef community. To scientists, these marginal environments give insight into coral survival in sub-optimal or even challenging conditions.

These environments are a treasure trove for scientists who are interested in the adaptation of traits and even evolutionary changes of coral reef communities. This emerging type of research on coral reefs is invaluable, especially as humans continue to compromise the conditions of once-thriving ecosystems as we alter coastal environments and contribute to climate change. Persistence in extreme environments over time may result in genetic adaptation, which may lead to the evolution of coral species with newly specialized traits that may no longer consider the environment marginal.

Dr. Stanton Belford of Trinidad's Martin Methodist College, in collaboration with the late Dr. Dawn Phillip from the University of the West Indies, found that the coral reefs of Toco consisted of a subset of Caribbean coral species, including finger corals (*Porites porites*) and encrusting corals, such as the starlet coral (*Siderastrea radians*) and fire coral (*Millepora alcicornis*), with rare occurrences of other reef-building coral species. These corals are capable of surviving exposed environments because they have fast growth and reproductive rates. The corals contribute to a reef capable of providing homes to over 200 marine species, including crustaceans, sponges, sea urchins, soft coral, algae and fish.

Read the full story at https://newsday.co.tt/2020/01/02/protect-toco-reefs-too.

Bonaire Coral Nurseries Raise More Species

As reported by Mark Evans on January 10th at www.scubadivermag.com, the Reef Renewal Foundation Bonaire has started growing three species of boulder corals in its nurseries. These species are among the most common reef-builders that make up Bonaire's reefs – lobed star coral (*Orbicella annularis*), mountainous star coral (*Orbicella faveolata*), and great star coral (*Montastraea cavernosa*).

Since 2013, RRFB has primarily focused its restoration work on two branching coral species — elkhorn (*Acropora palmata*) and staghorn (*Acropora cervicornis*) — as these corals have experienced a drastic decline in population since the 1970s. However, over the last decade, in Bonaire as well as throughout the greater Caribbean region, other coral species, including large reef-building coral species like boulder corals, have experienced a significant loss in cover and abundance on coral reefs.

After recent developments in Florida led to breakthrough methods of propagating boulder corals via fragmentation, RRFB incorporated these techniques to expand its restoration effort with a focus on the importance of species diversity. Using a modified coral tree nursery, RRFB has populated the four trees with 300 coral fragments. These fragments came from a few initial parent colonies that were collected by RRFB staff, under the supervision of the Bonaire National Marine Park, from four dive sites around Bonaire and Klein Bonaire.

"These new species are a key part to our broader, more inclusive reef restoration approach. Through the addition of these species to our restoration program, we will be better suited to accelerate the recovery of damaged reefs by increasing the diversity and complexity of coral communities," said Francesca Virdis, Project Coordinator.

Over the coming years, Reef Renewal Bonaire will continue growing and propagating these boulder corals in their coral nursery. The goal is to scale up production until they can produce thousands of fragments a year. These fragments will be outplanted back onto the reefs at new and existing restoration sites around Bonaire as a part of the ongoing coral restoration effort.

Read the full story at www.scubadiverdestinations.com/news/reef-renewal-foundation-bonaire-a-boulder-approach-to-reef-restoration.

Loggerhead Released in Grenada

Darryl Brathwaite reports: A Carriacou fishing vessel arrived in Grenada in mid-December with a live loggerhead turtle (*Caretta caretta*) on board. All loggerhead turtle populations are listed as endangered or threatened. Dario Sandrini of YWF KIDO Foundation in Carriacou has been campaigning for years among the fishermen to release the turtles for free. The fishermen quickly agreed to give us the turtle, which we brought to Grand Anse beach where personnel from Native Spirit Scuba and the Grenada National Trust examined it for injuries and tracking tags before releasing it into the sea. Many local people and visitors enjoying a day at the beach observed the loggerhead returning to the water. The event highlighted the destination as "Pure Grenada" — environmentally conscious and protecting our natural assets.

Editor's note: Congratulations to the fishermen who relinquished their catch and those who released the turtle! Turtle researchers warn that paying fishermen for live turtles can cause more fishers to catch sea turtles, thinking that they can make quick money from sales for release. See "Sea Turtles for Ransom" by Emma Doyle on page 41 at www.caribbeancompass.com/online/april19compass_online.pdf.

SVG Bans More Single-Use Plastics

By the end of January 2021, St. Vincent & the Grenadines will have banned the importation, distribution and sale of single-use plastic shopping bags and certain plastic food containers. The ban on importation of disposable plastic shopping bags is set to take place next month, and the distribution and sale of disposable plastic shopping bags will be prohibited from August. The ban on certain disposable plastic food service containers will begin next January.

The timeline is intended to allow importers to complete existing contracts, to provide local suppliers time to exhaust existing stocks, to afford local manufacturers the opportunity to retool to produce environmentally friendly alternatives, and to sensitize the public about the changes. Some plastic bags, such as those used to sell bread, fish, plant seedlings and medicinal products, will continue to be allowed.

Minister of Health and the Environment Luke Browne said, "We will revisit these regulations with a view to further restricting types of disposable plastic products," adding that disposable beverage bottles and their plastic caps were the largest remaining challenge.

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REGATTA NEWS

Doublehanders Win Epic RORC Transat

The sixth edition of the RORC Transatlantic Race, in association with the International Maxi Association (IMA), started from Lanzarote, Canary Islands, on November 23rd, 2019 bound for Camper & Nicholsons Port Louis Marina, Grenada.



ARTHUR DANIEL

Drama ensued with a man overboard on Richard Palmer's British JPK 10.10, *Jangada.* The crewman was recovered and *Jangada* went on to win the race overall under IRC, becoming the smallest yacht to win the RORC and the first win for a doublehanded team.

The Swedish VO65 *Childhood 1*, skippered by Bouwe Bekking, crossed the finish line in an elapsed time of 11 days, 11 hours, 34 minutes and 49 seconds. IMA Secretary General Andrew McIrvine presented the winning team with the IMA Trophy for Monohull Line Honours. Marina manager Charlotte Fairhead and her team welcomed *Childhood 1* with cold beers and big cheers. On behalf of the Grenada Tourism Authority, Nikoyan Roberts presented a basket of Grenadian goods to all the teams upon arrival.

"I have never been to Grenada before and you always wonder where you are going to end up. Port Louis Marina is just splendid. We received a very warm welcome. Thank you, Grenada," Bouwe said.

Jangada was presented with the RORC Transatlantic Trophy at a ceremony and prizegiving banquet at Camper & Nicholsons Victory Bar and Restaurant. Raced two-handed by Palmer and Jeremy Waitt, *Jangada* scored the best corrected time to win the race overall and completed the 3,000-nautical mile race in 17 days, 10 hours, 11 minutes and 6 seconds.

About 1,000 miles from Grenada, Jeremy fell overboard while re-setting a twisted spinnaker. He was clipped onto the boat using a tether, which is a requirement for all RORC offshore races. The sea state was up and without being attached to *Jangada*, Jeremy would have disappeared from sight immediately.

"A wave caught us and I went over the side," he explained. "I was being dragged at seven knots and that is a moment when you think about a few things. The survival gene kicks in quickly and it was a bit of teamwork to get back on board. I have a few bruises, but I don't think Richard was too impressed as I was slowing the boat down! When I was safely back on board, he said, 'Shall we have a cup of tea?' I replied, 'Let's get the spinnaker back up first!'"

Visit http://rorctransatlantic.rorc.org/results/2019-results.html for full results.

Team Wanna Be Tops La Course de L'Alliance

The Sint Maarten Yacht Club reports: Nine teams enjoyed spectacular sailing conditions while battling for top honors in the 16th annual La Course de L'Alliance on the weekend of December 7th, 2019. The three-day event took local and regional sailors from St. Maarten to St. Barts, Anguilla, and back to St. Maarten.

In the Racing Class, the St. Barts boats *Speedy Nemo*, *a* Dufour 34, and *Maelia*, an X-Yachts 34, left the St. Maarten competitors behind and took first and second place on Day One. On Day Two, the Melges 24 *Team Island Water World* from St. Maarten led the fleet to Anguilla, closely followed by *Wanna Be* (an Esse 850) and *Kick 'em Jenny* (a Melges 32). On Day Three, everything was up for grabs.

Team Island Water World eventually took third place overall. *Kick 'em Jenny* and *Wanna Be* showed fierce competition all weekend. It came down to mere seconds in corrected time with *Wanna Be*, skippered by Jan van der Eynde, winning first place overall.

"We enjoyed excellent sailing this weekend. On Saturday morning, our halyard broke right before the start. This required going up the mast and serious skills to fix it. Racing was postponed, allowing us to make the repair. The entire fleet had to wait for half an hour. Nobody complained, which shows the true spirit of this event. Coming in as the overall winner was a surprise, but a pleasant reward after making good tactical decisions and leaving the parties early," Jan said.

The Multihull Class saw three participants. *Spellbound*, a Leopard 45 skippered by Ian Martin, ripped its spinnaker on Saturday and had to withdraw from racing. The Robertson Caine 14.3m *Seaduction*, skippered by Petro Jonker, sailed well all weekend but was no match for the KL 28 *Enola*, which placed first on all three days.

"After hot racing conditions, the participants still had energy left to enjoy the socials in St. Barts and Anguilla. That's why this event is so popular. The concept of racing to two other islands and then enjoying the finest of the Caribbean is golden. We thank the St. Barts Yacht Club & Sailing School and the Anguilla Sailing Association for their assistance. This cooperation is vital for the regatta's continuation and success," stated Leonde Vermeulen, Event Manager at the Sint Maarten Yacht Club, organizer of the event.

10th World ARC Departs St. Lucia

The tenth edition of World Cruising Club's round-the-world rally set sail from Rodney Bay, St. Lucia, on January 11th, with 33 yachts carrying crews from 23 different countries.

—Continued on next page





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—Continued from previous page

Next stop for the fleet was Marina Santa Marta on the Caribbean coast of Colombia. The stopover is one of the most popular on the World ARC route, with good food, exceptional beaches and warm hospitality.

In total, 41 boats will sail with the rally in the next 15 months — some sailing the full 26,000 miles, others joining for the Panama Transit or sailing to Australia before taking a year out to further explore the Pacific.

Visit www.worldcruising.com/worldarc for more information.

Antiguan Sailor Awarded MBE

Antiguan sailor Karl James has made the Queen's New Year's Honours List and has been awarded the Most Excellent Order of the British Empire (MBE) for services to sailing and national development. The MBE is one of five classes of appointment to the Order of the British Empire.

Karl James is a sailor, sailing instructor, and Olympian with almost three decades of experience. He serves as manager of dinghy sailing and youth training at the Antigua Yacht Club and played a major role in Antigua & Barbuda hosting the Optimist World Championship last year.

The English Harbour resident also made the list of the Governor General's personal honors in 2019, accepting the Governor General's Faithful and Meritorious Service Cross for meritorious performance in yachting and sailing.

ON THE HORIZON

Caribbean Multihull Challenge this Month

As of mid-January, 18 yachts, ranging in size from 28 to 70 feet, had already entered the Caribbean's only dedicated regatta for racing and cruising multihulls. The Caribbean Multihull Challenge is scheduled for February 14th through 16th in St. Maarten.

Oris Swiss Watches, a maker of mechanical watches since 1904, has signed a three-year sponsorship for the brand as the 'Official Timepiece' of the Caribbean Multihull Challenge as well as the St. Maarten Heineken Regatta.

VJ Geronimo, CEO North America of Oris, has worked closely with Sint Maarten Yacht Club and Board Member Stephen Burzon of the Heineken Regatta Foundation to create Oris' first significant sailing sponsorship in the Western Hemisphere.

Visit www.smyc.com/caribbean-multihull-challenge for more information.

Entries Lining Up for Antigua Classics

The Antigua Classic Yacht Regatta reports: Changing the dates of the Antigua Classic Yacht Regatta from the usual second half of April to the beginning of the month (April 1st through 7th) has enabled various past participants to come and join us again, notably the 137-foot Herreshoff gaff schooner *Elena of London*, the 86-foot 1939 Henry Gruber yawl *Nordwind,* and the 203-foot Andre Hoek designed *Athos.*



TIM WRIGHT / WWW.PHOTOACTION.COM

The 1946 George Kettenburg sloop Janley *at last year's Classic.*

We have interest from new would-be participants such as the 120-foot schooner *Goleto Gringo,* built in 1886 and renovated in Argentina by its current owner. We also welcome back regular competitors such as *Columbia, Rhea, Chronos, Mary Rose, The Blue Peter, Eros, Petrana* and *Seefalke.*

The Dragon Class already has two entries for 2020. Registration fees will be waived in 2021 for the winner of this exciting and highly competitive class, which attracts world-class sailors from all over the world.

We have strong interest in the Historic Class with new and returning boats. These are yachts designed and built before the end of 1976 with any material and any keel configurations, such as various Sparkman and Stephens designs, Nautor's Swans, and Baltic Yachts.

Register at http://antiguaclassics.com/register — fees are reduced prior to March 1st!

Visit www.antiguaclassics.com for more information.

—Continued on next page



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Plot Your Course for Bequia Easter Regatta

The Bequia Sailing Club reports: The Bequia Sailing Club will host its 2020 Easter Regatta from April 8th through 13th. Yacht races will be held on Good Friday, Saturday, and Easter Sunday, with the awards ceremony on Monday, April 13th. Now in its 39th year, the Bequia Easter Regatta features both traditional local boat racing and yacht racing in various classes.

This year, a number of participants from the 2019 ARC have expressed interest in the Bequia Easter Regatta, so we are looking forward to welcoming this group of sailors to our island to experience great racing and all the beauty of Bequia. In addition to après-race activities for participating sailors, there are events for the general public, so all are welcome.

The Regatta Organizing Committee has been working hard to ensure that the upcoming Bequia Easter Regatta will be a success. We are grateful for the volunteers who give so much of their time and energy to promote and preserve the skills of sailing.

For more information see ad on page 14. The Notice of Race, registration forms, and other information can be found at www.bequiaregatta.com.

PATRICK C. HUTCHINS / CLOUD ISLAND MEDIA



Antigua Sailing Week Early Entries

The 53rd edition of Antigua Sailing Week will commence with the Peters & May Round Antigua Race on April 25th, followed by five days of competitive racing off the south coast of Antigua.

Newly appointed ASW Race Manager Jaime Torres has been racing keelboats in the Caribbean since he was 11 years old, including participating at Antigua Sailing Week in a variety of boats. "For 2020, the ASW Race Management team is more determined than ever to create racing experiences tailored to the needs of each class," said Torres. "Expect the ultra-fast race boats and multihulls to have long legs to spread their wings and fly, the sportsboats to battle in tough windward-leeward courses, and the cruising boats to reach hull speed in short and sweet races."

The largest entry to date is Peter Harrison's British Farr 115, *Sojana*, which will defend the Lord Nelson Trophy, won for a second time last year. The smallest yacht currently in the CSA Division is the Beneteau First Class 10 *Pepsi Max*, entered by Sophie Langlois Squarcioni. The first multihull entry is Stephen Cucchiaro's American Gunboat 60, *Flow*.

Jules Mitchell's *NSA Spirit* has won its class for the last two years. To score a hat trick, a victory against Joshua Daniels' National Sailing Academy team and Ashley Rhodes' *Whiplash* is needed in a newly created Sportsboat Class. Proven winners in the CSA Classes abound in the early entries, including Ross Applebey's British Oyster 48, *Scarlet Oyster*, Bernie Evan Wong's Antiguan RP37, *Taz*, Pamala Baldwin's Antiguan J/122, *Liquid*, and Chris Body's British J/122, *El Ocaso*.

—*Continued on next page*



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The Club Class is designed for teams wishing to participate but not taking their racing too seriously. Several teams have entered, including last year's winner, Ian Galbraith's Scottish Oyster 53, *Jigsaw.*



PAUL WYETH / PWPICTURES.COM

NSA Spirit *has won its ASW class for two years in a row.*

"The main focus for 2020 is great racing," said ASW President and Commercial Director Alison Sly-Adams. "Shoreside, the objective is providing the best opportunities for sailors to get together and celebrate the day's results with daily prizegivings at the event village. Additional non-race activities for sailors and spectators include Reggae in the Park, Lay Day fun on the beach, and the family-style Dockyard Day. In addition, the Neon Rave English Harbour Rum Party features as the unofficial opening party. We would like to encourage people to bring their families and friends to chase the race and enjoy the destination while their partners are racing."

Visit www.sailingweek.com and see ad on page 15 for more information.

YOUTH SAILING NEWS

Register Now for International Optimist Regatta

Registration is open for the International Optimist Regatta (IOR), the TOTE Maritime Clinic, and the Team Race. This overall event will take place June 15th through 21st in St. Thomas, USVI. The Clinic runs June 15th through 17th, followed by the Team Race on June 18th, along with a Parade of Nations, the Welcome Party, and the IOR from June 19th through 21st.

"The St. Thomas Yacht Club and the Virgin Island Sailing Association invite sailors to register now," says clinic and regatta director Holly Jenkins. "This will be our 28th annual regatta, marking nearly three decades of providing skill-sharpening grounds for top sailors and an excellent entry-level platform for juniors new to the sport."

Last year, 113 junior sailors from a dozen nations competed. This year, organizers anticipate a similar number but the IOR only accepts a maximum of 125 sailors, so register early at www.regattanetwork.com. The best sailors in the sport are expected to participate in this Caribbean Sailing Association-sanctioned regatta. Sailors can compete in Advanced Red (ages 13 to 15), Blue (ages 11 and 12), and White (ages 10 and under) as well as the Beginner Green fleet.

Trophies will be awarded to the top five finishers in the Red, Blue, and White classes and top three overall winners, as well as the highest placed female. Participation awards will be given to all Green fleet sailors. Additional awards include the Peter Ives' Perpetual Trophy (superb sailor/individual) and the Chuck Fuller Sportsmanship Perpetual Trophy.

For more information visit stthomasyachtclub.org/sailing/regattas/international-optimist-regatta and see the International Optimist Regatta on Facebook.



DEAN BARNES







Multinational Youth Team Crosses Atlantic

A crew of young sailors from St. Lucia, Gran Canaria and the UK sailed into Rodney Bay, St. Lucia, aboard the yacht *Challenger 1* on December 12th, 2019, having crossed the Atlantic from the island of Gran Canaria, leaving on November 24th as part of the 2019 Atlantic Rally for Cruisers (ARC). This was the first time in ARC history that a young team representing the rally's start and finish islands, as well as the home country of ARC organizer World Cruising Club, took part in the event.

They sailed with Skipper Gary Rutherford, Mate Sam Morley and Watchleaders Anna Jakob and Alex Monaghan, from the UK sailing charity the Tall Ships Youth Trust. Tall Ships Youth Trust, the UK's oldest sail-training charity, are specialists in bringing young people together for a unique, physically and mentally challenging residential experience on an ocean sailing vessel. Professional skipper Gary, age 27, has sailed with the past three editions of the ARC.

Gary noted that it was the first time ever that *Challenger* had a crew for the ARC that was all under the age of 30, and Alex adds, "Everyone being from different cultures made it especially interesting. The Lucians introduced us to fish broth!"

WCC / CLARE PENGELLY



After 17 days at sea, the ARC Youth Team on arrival at Rodney Bay Marina, St. Lucia.



SALLY ERDLE

The media, family and friends thronged the dock to greet the youth team's arrival.

The experience was a once in a lifetime opportunity for the crew, all aged from 18 to 30, to compete in the world's largest transocean sailing rally. Many had never sailed offshore prior to spending 17 days at sea on a 67-foot yacht, sailing non-stop for a distance of over 3,000 nautical miles. The crew pulled together to keep the boat sailing night and day and reached a top speed of 15 knots surfing downwind. The watch system on board, six hours on and six off during the day, and four hours on and four off at night, was perhaps the biggest challenge for the young crew to adapt to.

The crewmembers from the UK were Hugo O'Kelly and Lucas Prichard-Jones, both 18 years old.

From Gran Canaria were Enrique Diez Fernandez (22), Ada Garcia-Ferrandez Saavedra (19), Michele Garcia (24), and Ariana Lorenzo Zambrano (30).

Crewmembers from St. Lucia were Adonai Modeste, Neil Melius, Krishna Joseph, Gabie Chreiki, Crisanki Flood, and Tyrus Antoine.

Adonai, age 19, is an avid sailor with the St. Lucia Yacht Club and was supported by SLYC and IGY Rodney Bay Marina, encouraging his dreams of becoming a charter boat captain. Sean Deveaux, General Manager of IGY Rodney Bay Marina, tells *Compass*, "Andrew Bishop of ARC organizer World Cruising Club reached out with the idea of a youth team and IGY wanted to participate. The marina and all its tenants got together to sponsor Adonai. It was such a special moment for all of us to welcome his arrival!"

Neil earned his sea legs as a fisherman but has now set his sights on better serving the visiting yachts of Soufriere. At 26, he is president of the newly formed Soufriere Yacht Service Association. World Cruising Club selected Neil to benefit from their sponsorship, as he is an ambitious individual with a great long-term vision for nautical tourism in the Caribbean. Neil tells *Compass* that having sailed across the Atlantic, he now has a much better understanding of the sailors who visit his home port.

Krishna, 21, from the village of Anse La Raye, dreams of being one of the first female yacht skippers in St. Lucia. She was sponsored by Spinnakers Restaurant.

Gabie, 23, took part to further her passion for travel and hopes of working as a stewardess on luxury yachts in the future. Her father financed her place through the family business, Taxi Sportswear.

Crisanki, 21, is the youngest member of the watersports team at BodyHoliday St. Lucia resort. He was chosen for the ARC Youth Team to expand his skills and knowledge for a future in the marine tourism industry.

Tyrus, 20, didn't have much pervious sailing experience, but enrolled in the Jus' Sail training programme to gain basic knowledge before the voyage. James Crockett, Managing Director of Jus' Sail, was instrumental in bringing the St. Lucia segment of the Youth Team together, helping in the search for applicants and even taking the sailors out for a night sail before the crossing, something most of them had never experienced. "Helping this team is one of the things I'm most proud of," he says.

Three different members of World Cruising Club told *Compass* that Youth Team members said that crossing the Atlantic under sail changed the course of their lives, and Watchleader Alex remarked, "Quite a few of this crew might go on to do even more challenging stuff."

Krishna, working further toward her goal of being a captain, has already joined the Jus'Sail charter crew for this busy season.

Junior Sailing Programs Weigh In from Around the Caribbean
Part 2: Grenada and St. Kitts & Nevis

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children.

To ring in the New Year, Y2A reached out to junior sailing programs around the Caribbean to get their reports on 2019. Last month we heard from St. Maarten, St. Martin and St. Barths. This month, we have reports from Grenada and St. Kitts & Nevis.

Grenada: Planning Junior Regattas

At the helm of the Grenada Sailing Association are James Benoit, president, and Robbie Yearwood, vice-president. The GSA held a fall meeting with the Grenada Olympic Committee, where they shared their plan of activities for 2020 as well as the challenges and opportunities GSA faces. According to the GSA Board: "In Grenada, there are several junior sailing clubs holding Saturday morning sailing sessions. Coaches get the kids out sailing, offering guidance and assistance. Our plan includes holding quarterly junior sailing regattas organized by Petite Calivigny Yacht Club at Le Phare Bleu Marina." PCYC Commodore John Whitsett confirms that the club has provided for additional funds to be made available and events planned to further develop Grenada's junior programs.



STEVE BRETT (2)

Among Grenada's junior sailing clubs are Woburn Wind Warriors, based at Island View restaurant in the south coast village of Woburn. The Grenada Yacht Club, based in St. George's Lagoon, has temporarily discontinued Saturday youth sailing because of yacht club renovations. The Gouyave Sailing Club based in Gouyave, on the west coast, offers Saturday sailing. L'Esterre Junior Sailing based in Carriacou has, sadly, discontinued formal youth sailing classes due to lack of support. Jason Fletcher, sponsor of youth Learn to Sail and competitive coaching over many years and owner of Grenada Marine in St. David's Harbour on Grenada's southeast coast, had this to say: "The sailing has fallen off for now, but, we will get back to it!"

Grenadian sailor Kevin Banfield, recipient of a World Sailing Coaching Scholarship, is currently working in Canada for Canadian Olympic sailor Terry Nielson. Nielson started Grenada's Gouyave Sailing School and Mosquito boat-building, where Kevin got his start in sailing. As of this writing, Kevin plans to return for Grenada Sailing Week in January.

The GSA Board intends to procure Technical Training for Coaches from World Sailing to supplement the junior sailing work started by Kevin Banfield and to ensure a capacity to continue things when Kevin is off island. By completing this in early 2020, GSA sees a real chance to regenerate junior sailing in a big way.

St. Kitts & Nevis: Positive Opportunities

From St. Kitts & Nevis, Mark Theron reports, "Nevis is progressing nicely with sail development and it is very positive. We are finally all set with our Sail to a Brighter Future not-for-profit organization (http://sailtoabrighter-future.com), and are looking toward raising funds to support the Nevis Yacht Club youth sailing program with a full-time instructor.



"We have also recently had a family move to Nevis whose son, Keaman Floyd, is a very competitive Opti racer. A US citizen formerly residing in the Bahamas, at ten years old, he eats and sleeps racing and sailing. This has galvanized some of our local sailors to want to race. He's half the size of the kids from Antigua, yet he came in fourth competing against them at St. Maarten's SOL regatta, clinching fourth place overall. We also have a very petite girl who is as passionate — Marialena. Her family is from Puerto Rico. Tiny but competitive. Another inspirational kid.

"We had two entrants in the Caribbean Sailing Association's Caribbean Dinghy Championship, three in St. Maarten's SOL regatta, and one in a Puerto Rican regatta. Where did this all of a sudden come from? Hope we can build on this in time to come.

"We are in need of new board members at the NYC and will see where this leads."

Tim Cross, the CSA's Youth and Development Committee Member, says, "It is great to see how the St. Kitts Nevis Sailing Association is recognizing positive opportunities to showcase sailing as an accessible sport by providing the opportunity for young sailors with motivation to compete in regional events. We look forward to seeing an even bigger team enjoying taking part in regattas during 2020."

Since 2014, Ellen Birrell & partner Captain James Hutchins have hosted 68 six-day High Adventure Scouting USA charters. Last summer, with support from the University of the Virgin Islands, they introduced STEM citizen-science turtle counts and benthic surveys to Scouts onboard S/V Boldly Go.

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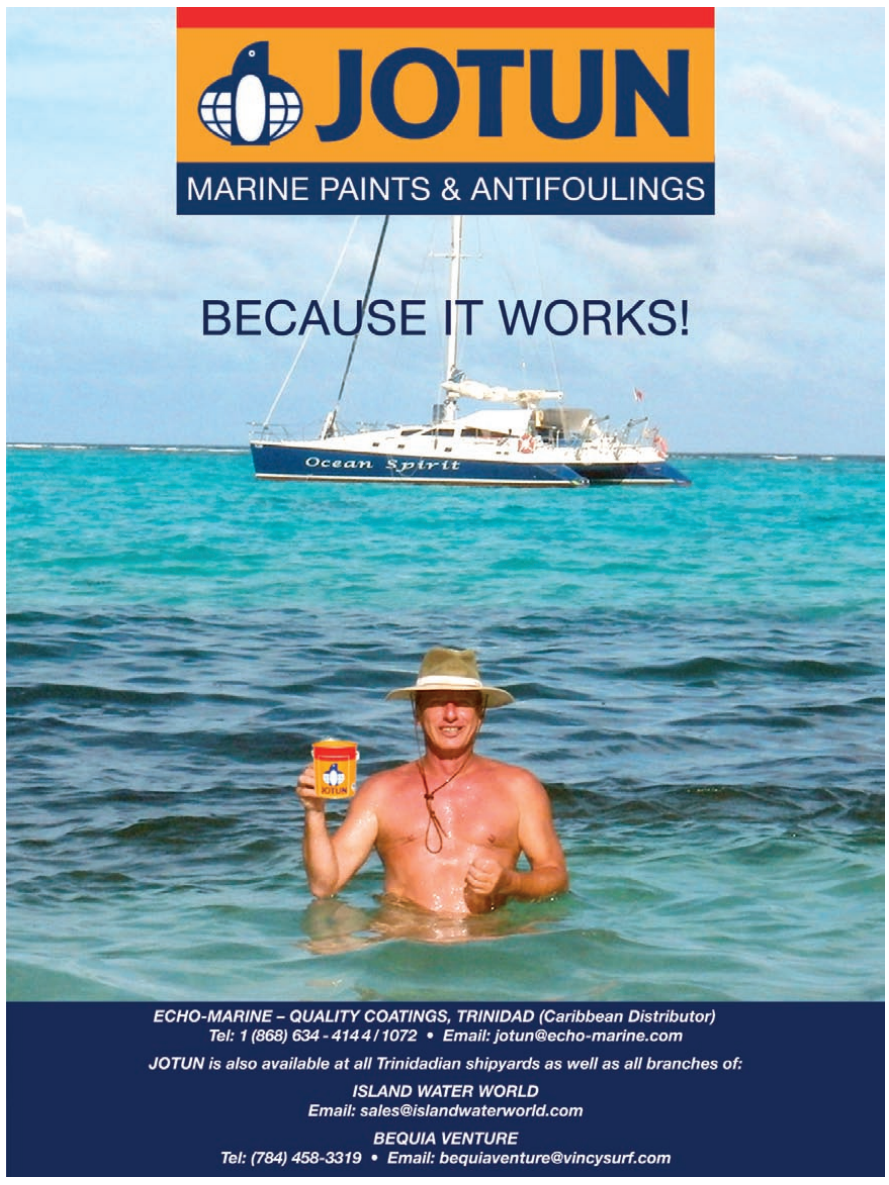
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MAIDEN VISITS ANTIGUA AND ST. MAARTEN

by David H. Lyman

As social media went gaga over the glitterati arriving in St. Barts for the holiday season aboard the mega-est of the megayachts, some true sailing heroes arrived in Antigua. The ocean racing yacht *Maiden* and her all-female crew arrived in English Harbour on December 8th, 2019, while on a global mission to highlight the importance of educating girls and women. The crew were welcomed with a party at Antigua Yacht Club.



The crew (left to right): Amalia Infante, onboard media specialist; Mack Edwards-Mair (Tracy Edwards's daughter, events coordinator); Erica Lush, sailmaker; Courtney Koos, engineer; Liz Wardly, skipper and navigator; and Belle Henry, first mate. These sailors are only a small part of Maiden's *crew, as others join for the various legs of the current world tour.*

Maiden *arriving in Antigua.*



After a week-long trip to St. Maarten, taking part in the Keelboat Series with young sailors from Kidz At Sea and the Sint Maarten Yacht Club sailing school, hosting an open ship day at Sint Maarten Yacht Club, visiting schools, and engaging in a question and answer session at the cinema, the *Maiden* crew returned to Antigua to celebrate Christmas at Nelson's Dockyard and participate in the Nelson's Pursuit Race on New Year's Eve.

Maiden is a 58-foot aluminum sloop, a world ocean racer with a storied past. She was built in Switzerland in 1979 and competed under various names and owners in the Whitbread Around the World Races. In 1986, Tracy Edwards, who had been a cook on one of those Round the World Race boats, saw an opportunity for women to compete in this male-dominated race. She managed to raise funds to buy the yacht that became *Maiden*, and have her refitted in the UK.

Against all odds and naysayers, Tracy recruited and trained an all-female crew, and with Tracy as skipper entered the 1989-90 Whitbread. Competing against 23 all-male teams, the ladies raced *Maiden* around the world to win two of the legs and come in second overall. They were greeted by tens of thousands of spectators on their return to England. Tracy was named Yachtsman of the Year, the first woman to be so honored.

Maiden was sold after the 1990 race and years later found abandoned at a marina in the Seychelles. Before the yacht was sunk, someone called Tracy and asked if she wanted it. Tracy and friends raised funds to acquire *Maiden* and have her shipped back to the UK for a complete refit in the same yard in which she was refitted the first time.

This last year, the feature length documentary film "Maiden" was released to rave reviews and awards. It is compelling story about Tracy and the crew she assembled, the boat and the round-the-world race itself. The footage of *Maiden* in the Southern Ocean, shot by two women onboard long before GoPro cameras, shows demanding and challenging conditions as the women battle huge seas, cold, icebergs and hellish living conditions.

Thirty years after *Maiden's* triumphant circumnavigation, Tracy and an all-female crew are still active, now with a new mission and a refitted boat. This time around, rather than racing, *Maiden* plans to visit 40 destinations in 20 countries in a project called The *Maiden* Factor. Tracy's new organization works with other non-profits to champion awareness of the importance of educating girls and women.

As of this writing *Maiden* is in Falmouth Harbor, Antigua, as the crew takes a two-month break before embarking on a tour of the US East Coast before heading across the Atlantic to Hamble, UK.

Visit www.themaidenfactor.org for more information.

Cruisers' Day Out:
Playing Passengers Aboard the *Friendship Rose*

by Laurie Corbett



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For many years my wife, Dawn, and I have enjoyed the comings and goings of the traditional gaff-rigged schooner *Friendship Rose* while anchored in Admiralty Bay aboard our own modern yacht, *Cat Tales*. The *Friendship Rose* was built by Eric and Henry Adams, and her long-time captain Calvin Lewis, at Friendship Bay, Bequia, between 1966 and '68. She was run as the mail boat, including the daily run between Bequia and St. Vincent for 20 years until the change to tours in the early 1990s, under the ownership of Meg Crosthwaite and Alan Whitaker. Sometimes we wondered what it might be like to enjoy a day-charter and a meal on board the *Rose*. Trouble is, we cruisers carry on in the same waters, to the same destinations, in our own little boats, so why bother — right? Well, wrong might be my answer now.

Last season, as a significant portion of the Caribbean cruising fleet was once again migrating south to put up for the summer, a great number of us not only found ourselves in Bequia, but also found ourselves enjoying the new floating bar in the bay, Bar One. Most of us had met "on-air" during the weather net that used to be run by Denis of *S/V Tiger Lily II*. We were talking about how one of our "Friends of Denis" members, John of *S/V Ballyhoo*, was spending the majority of this season filling in for the captain of the *Friendship Rose*.

Well, enquiries were made, commitments followed, and on March 26th, 2019, 20 of us set off for shore at 0630 hours in the pouring rain for a day of adventure. The sky was so leaden that Captain John jumped out to head us off and see if we wanted to wait for another day. "Hell no!" The likelihood of getting us all organized and off our boats this early again would be low. We joined a dozen or so tourists on the dock, and waited in the rain for the johnboat to carry us all out to the *Rose*.

We had chosen a cruise to the Tobago Cays, knowing a beam reach would be more fun than a motor-sail upwind to Mustique. While the crew readied the ship, we enjoyed a delightful breakfast onboard of fresh coffee, juices, fruit and pastries. Not a single piece of plastic was used throughout the entire day!

Underway, we swept past Moonhole, rounded the West Cay, and Mate Hinderson "Lair" Bynoe, and Crew Kimroy Stowe, under the watchful eyes of First Mate Newsam "Jobe" McKree, hoisted the sails to get the big schooner smashing in a southerly direction. We all laughed at how enjoyable even a wind-swept squall can be on a big boat with no responsibilities. Indeed, we were the responsibility of the crew, as they attempted to keep us out of the rigging and out of their own way! We were a little concerned that our boisterous nature might be too much to take for the regular tourists, but those who were not turning green and hugging the lee rail appeared to enjoy our conversations.

The weather had soon cleared, and Chef Almaida Dennie, assisted by Bosun Rexford "Rexy" Marks and Kimroy, acknowledging that we weren't their regular clientele, broke out rum punches. Captain John exclaimed that this was the earliest in the day that the bar had opened all season. The trip then seemed to pass quickly, and we were soon at anchor in the Tobago Cays Marine Park, just outside the cut between Petit Rameau and Petit Bateau. When we were offered a trip to shore on Petit Bateau in a large, captained pirogue, we were surprised to see our old friend Seckie manning the pirogue under contract to assist the *Rose* at the Cays. With his partner, Vanessa, Seckie runs the first continuously open restaurant in Chatham Bay, Union Island.

From left: Although allowing some of us to help here and there, Mate Lair and Crew Kimroy do the heavy hoisting.

Captain John at the helm.

Top right: First Mate Jobe manages the foredeck and keeps an eye out for sea creatures for the guests. Into his eighties, he has been a schoonerman since boyhood and traveled the world as a merchant seaman.

Bottom right: Chef Maida, starting the preparations for the afternoon meal.



Cruisers Laurie and Chris pose as bookends with two New York professional dogwalkers.

In three loads, Seckie dropped us all on shore with our snorkel equipment and a good supply of cooled beer, to allow hiking, swimming, and liming. Shortly, Seckie and a member of the *Rose*'s crew took whoever wished to their favoured coral reef for snorkelling, with a stop at the sea turtles' feeding grounds. Those who went said the sights were better than they had previously seen on their own. After a complete exploration of Petit Bateau and a courageous attack on the beer supply, we were ferried back aboard for the return sail to Bequia.

We got underway, and the complete crew hoisted sail and turned the big ship northward. All sails were set just in time for the hands to deliver a fantastic meal prepared by Chef Maida, with proper dishes and cutlery. Excellent wine was also provided, in glass stemware. We lounged in style with many places to sit and sip, forgetting about our own troubled alternators, starters, electronics, refrigeration, etcetera, until ferried ashore at the town dock.

So, is a trip on the *Friendship Rose* something for cruisers, too? Absolutely, especially if you find a like-minded tribe to join you.

Visit www.friendshiprose.com for more information about the Friendship Rose.

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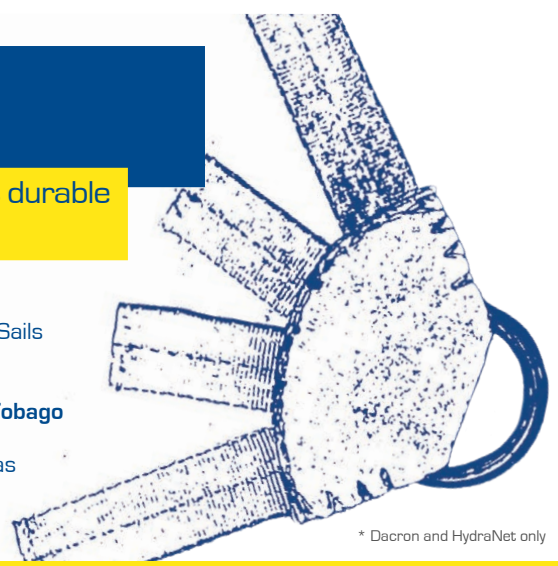
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I GOT TO GET OUT OF THIS PLACE

by David H. Lyman

It's 0730 and at least four boats are heading north, out of the harbor. Why? I know why. It's too damn rolly in here. I've known this since yesterday. I, too, have got to get out of this place.

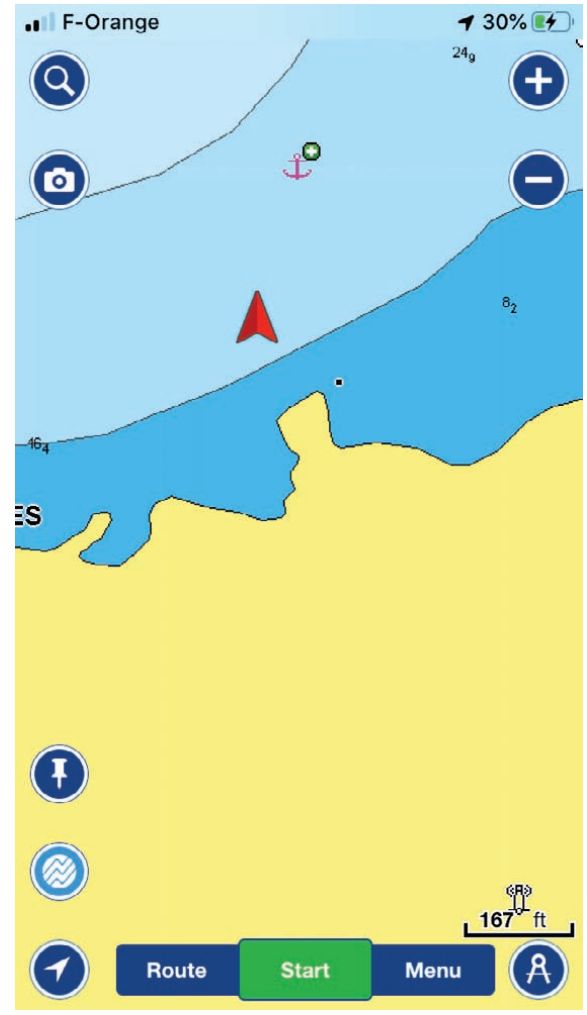
I'm here in the charming harbor village of Deshaies on Guadeloupe. This is what northerners dream of. An undiscovered gem of tropical life without the cruise ship hordes, the posh resorts and the commercialism. One street through town, lined with shops that the locals frequent. Yes, there are a few T-shirt shops and beach-front restaurants, but Deshaies is so far from anything else on Guadeloupe that most tourists have ignored it. Those I do meet come by boat — their own boats.



Deshaies is a small harbor at the northwest tip of this French *département*. The food is great and the mountainous landscape inspiring, but the holding ground in the harbor is poor. The wind can blow like hell and if there's a storm lashing the New England coast ocean swells sweep into this harbor making it uncomfortable, if not downright dangerous, for sailors on those boats.

Such was the case a few days after Larry and I arrived on *The Dove,* Larry's 54-foot Crealock-designed sailboat. Larry was flying to his Alpine cottage to ski for the holidays, departing from here. I was to deliver *The Dove* to Martinique by the end of January. All was just perfect: enough breeze to be cool, no swells to bother, a French café by the dinghy dock, internet nearby at a beachfront restaurant. I was planning to stay a week to explore the village and jungle, but events conspired otherwise.

Thursday night, after dropping Larry at the airport and returning the rental car, I found the sound of crashing waves in the rocky outcrop just a stone's throw from *The Dove's* stern was keeping me awake — as much from fear as from the racket.



Above: Our position in Deshaies shown on Navionics.

Left: Northern swells crashing at the foot of the Hemingway Restaurant in Deshaies.

There's too much anchor chain down, I thought. If it straightens out we'll be on the rocks. I went forward and rolled in 30 feet. Next morning I dove to inspect how the anchor chain was lying, but the chain was lost in the seabed.

More worry. The swells had the boat rolling, it was difficult to walk below or board the dinghy. Ashore, I worried. I kept looking to sea to ensure that *The Dove* was still where I left her. I was not having fun. I was too concerned to enjoy this charming French-Caribbean seaside village.

—Continued on next page



—*Continued from previous page*

Breakfast was a banana and a granola bar, then a quick trip ashore. First to the beachside restaurant. It wasn't open yet, but the internet was working. I logged on to Windy.com to learn that the wind between here and Antigua today should be northeast, ten to 12 knots.



Swells to continue. Not bad. The northeast wind is doable, motorsailing all the way. Monday would be better with an east wind, but I couldn't wait two more days.

I decided to go. I'd be a nervous wreck if I didn't, but I had three major, and very dangerous things to do first.

I signed off after checking e-mail, visited a few shops for veggies, fruit, chicken parts and bread. I stopped at Le Pelican, a colorful gift shop that doubles as the French Customs office, filled in the online clearance paper work, paid the four Euro fee, and was free to leave France. The swells were crashing ashore along the beach, sending spray up the steps to the dinghy dock.

Got to get out of here.

Getting the groceries and my iPad bag onboard with the *The Dove* rolling is my first test in timing and agility. Agility? In three days I'll be turning 80 — I should be hobbling around a nursing home with a walker, not monkeying around on a yacht in a strange harbor.

Done. I'm sweating and my mouth is dry. I'm living on the edge. Isn't that why we go to sea on boats? For the excitement. Then the excitement turns to fear.

Ready the boat. Hatches closed and dogged. Deck ready. Tools handy. Lines ready. Pull the dinghy alongside to haul on deck. This is usually a two-person job. I'm alone. The halyard clipped to the lifting straps, I climb on deck. Crank up the dink to let it drain. Set up my GoPro to record what I know will be a harrowing process.

Up comes dink, only to swing out as the boat rolls in a swell and come crashing back. Luckily she's an inflatable and bounces off the topsides. Crank. Bang. Hoist. Then she comes flying over the lifelines and across the deck, and I narrowly avoid being batted off the boat into the sea. She flies back out over the water as the boat rolls again.

More fudging and dancing. The dinghy painter on one hand, the lifting halyard in the other, trying to time the dinghy's gyrations so I can drop her to the deck into her chocks. Not working. I'm the ringmaster in a circus trying to control a berserk five-ton elephant.

Finally, done. The dinghy is in place and I'm still standing in the deck, relieved but surprised.

Above: Deshaies Harbor before the swell.

Below: The Pelican gift shop that doubles as the Customs and Immigration office.



Next harrowing adventure. Remove the bloody sailcover on the boom. This entails climbing up the mast on the winches to remove the top strap, a ticklish trick on a stationary boat, but life threatening when you're hanging onto a swaying mast. My mind is on my safety. From my mountaineering escapades I recite the climber's mantra: "three fixed, one working." That means two feet and one hand, firmly planted, while one hand goes in search of the next handhold. At this height above the deck the arc of swing is increased. I hold on, tug at the strap. I've got to do this all with one hand. The other one is for me. Done.

I climb on top of the boom, eight feet above the deck, 15 feet above the sea, to unzip the Velcro that holds the cover around the lazy jacks, and roll up the cover. Normally it's a two-person job, and I'm sweating and swearing.

Off comes the cover. I bundle it up and throw it below. No time or inclination to fold it properly. I'm left standing there, surprised again.

If I do fall off, there will be no way to get back on the boat. The topsides are too high, as is the stern swim platform, and there is no one else on board. I had brought this to Larry's attention a few days earlier.

"Don't fall off," was his solution.

Sail cover off and thrown below, aft sun awning off and thrown below. Nav instruments on, AIS, GPS, autohelm, windless, chart plotter, all on. I enter a waypoint into the Navionics App on my iPhone for Five Islands Bay on Antigua, where my family plans to join me for Christmas. It's open enough to enter at night, it's 47 miles distant: eight hours at six knots.

Engine starts. Water exiting the exhaust. Go forward to the windless. In comes the chain, off comes the snubbing shackle and line. More chain. Scoot below to the chain locker to arrange the chain so it doesn't get tangled. More chain comes in, another inspection below. The windlass winds in all the chain, then the anchor comes up over the roller and is secure. Scoot back to the helm, engine in gear, spin the wheel and head out of this delightful harbor.

It's noon. I'm still shaking, but greatly relieved to be heading out into the safety of the open ocean. I make a note in my journal. "Christ! Is it good to be back out here again."



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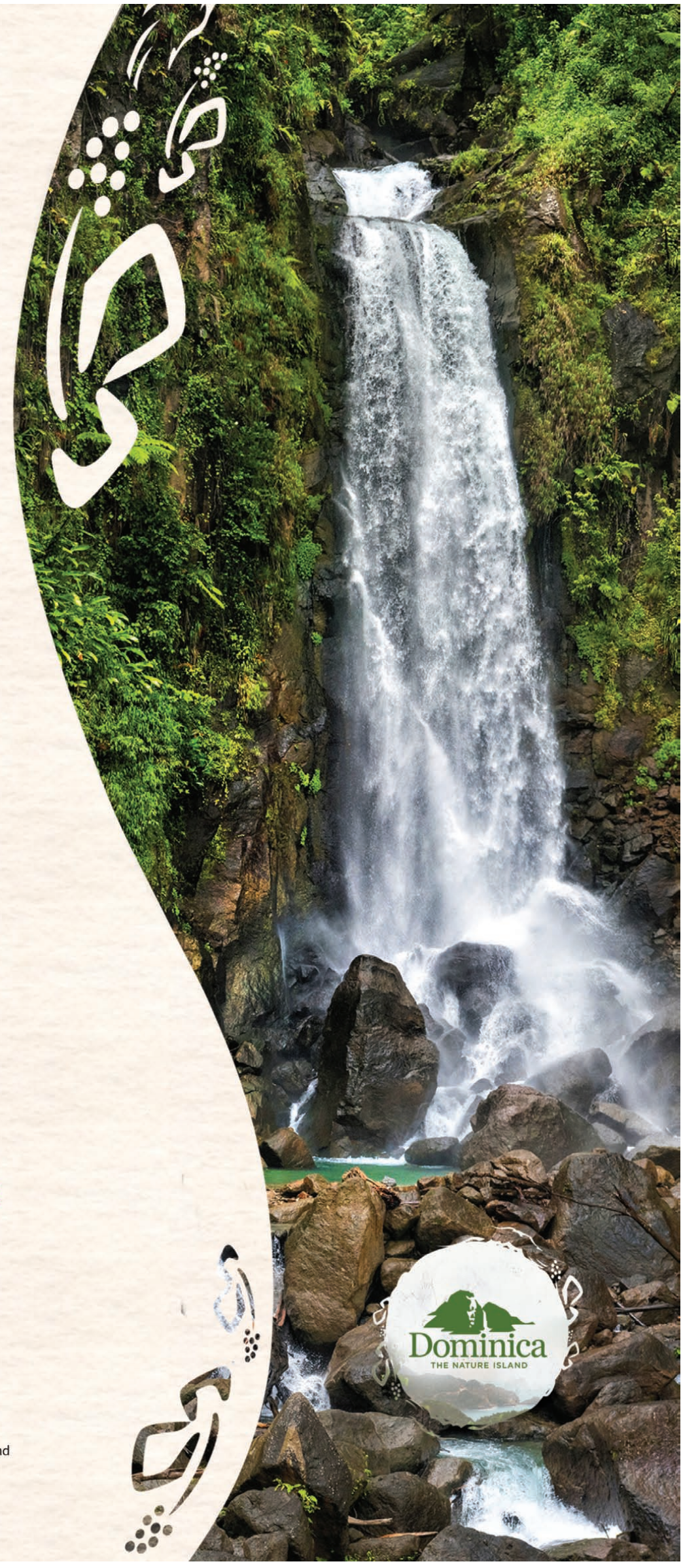
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The Sinking of *Fredag*

by Peter Roren

The boys are on deck tonight. Ready to go. They are waiting for the midnight eight bells to chime. This is when the anchor chain gets slowly rolled in and funnelled deep down into the boat's chain locker and the sails get set for a tropical night cruise.

Below deck the Encyclopaedia of Insects *has been securely shelved, but the discussion continues in the cockpit. It's all about the unconquerable roaches. We read about how the pests had been around for 320 million years and of their amazing ability to survive almost anything, from pesticides to nuclear war. The discussion is muted so not to disturb the female crew sleeping below. They need their sleep as they are scheduled for the early morning dog watch.*

Claus is a student of biology. He joined us in Martinique. He brought with him several scientific publications on cockroaches with detailed descriptions on how to get rid of these nasty creepy-crawlies. We know better. Nothing seems to work. The roaches are the ultimate survivors.

"One can always solve the problem by sinking the boat," says Claus jokingly.

The new crew that embarked in Puerto Rico were the opposite of my transatlantic crew of young novices. For this demanding third leg I had taken on a submariner, a couple of mountain climbers, a wilderness survivor, two regatta sailors, a fisherman, a scientist, a policeman, and a psychologist — an assembly of strong and eager experts in their fields who worked well together as a team. The captain had by now finally mastered the art of navigation, or at least thought so.

We had slowly moved south down the island chain, with Grenada as our final Caribbean destination. I was familiar with the area from a previous visit. We were in the magnificent Grenadines, with our anchor in the sand next to a palm tree on a tiny island appropriately named Palm Island.

Eight bells. Time to cast off. Up on the foredeck Captain Bligh briefed the crew on the manoeuvring procedures. He'd got the chart memorized, but not taking note of the small print at the bottom of the chart: *It is strongly recommended not to navigate these waters under bad visual conditions, at night, or with the sun in your eyes.*

As if to emphasize this, the moon dodged behind a cloud. A sudden breeze whisperd through the rigging.

The moon appeared again and lit up the young enthusiastic and impatient faces of the first watch. All doubts and hesitation were gone with the breeze, so to speak.

"Light the lanterns. Hoist the main and jib."

The crew performed their respective tasks with a smile, as they had done over the past four weeks, tip-toeing on deck so as not to disturb those sleeping below.

It got a little brighter as the white sails helped to flood the deck with moonlight. All the halyards were neatly hung on their belaying pins — all very professional and seamanlike.

Without the main engine running, bringing up the heavy anchor and rusty chain with the manual windlass was hard work. Slowly the yacht was pulled towards the beach.

The anchor crew gave me the signal that the anchor was hanging clear over the bottom. The jib was backed to catch what little was left of the light breeze in the lee of the island, and the bow swung majestically off and away from the beach.

The surface of the sea was like a mirror, reflecting the stars. They appeared to be not only above and around us, but under us too. It was magic. It was as though we were sailing straight into space.

To the west I could see the lights on Union Island. We were out of the lee of Palm Island. The ocean swell



arrived suddenly, unexpectedly, and washed away the starry surface. The wind picked up and the rigging creaked and groaned as if it had developed arthritis after having been stationary for a few days. The vessel heeled, gathered momentum, and trailed a wide green phosphorescent wake.

I could see a white line on the horizon over the bow. It was the surf on the reef off Union Island. To the north was a faint red-flashing light. It was this flashing red guiding angel that would soon give me the bearing so that we could turn south to port on a safe course between the reefs and wrecks towards Grenada. The area had its share of reefs and wrecked dreams, because stupid navigators had not followed the warnings about sailing here at night!

The crew on the aft deck were ordered to loosen the topping lift on the mainsail boom and to be ready to "fall off" from the wind. The red light was bang on the right bearing. All was going well and according to plan.

"Let go on the main sheet, fall off to port and get ready to gybe!" I said. It all sounded very nautical and grand. Nelson couldn't have done better. The tiller was hard over but my *Fredag* didn't respond! She just kept ploughing forward with a bone in her teeth at the speed of a locomotive running downhill.

This didn't look good, not good at all. The reason for not being able to turn was that the topping lift of the mizzen boom had been loosened instead of the one for the main, so the main boom would not swing out. With the force of the wind on the main with its boom and sail hauled tight, a long-keeled vessel has a real problem turning off the wind. Turning up the other way — to starboard, into the wind — would have been no problem. All we had to do was loosen the correct topping lift. But with that done, the sheet for the mainsail became tangled and jammed in its three-wheel block and tackle.

The lookout in the bow yelled, "Buoy dead ahead!"

The boom would still not swing loose due to the jammed sheet, and we were thundering along in a straight line as if we were on a railroad track, rapidly approaching the raging reef. We had already passed our bearing to turn south and safely out to sea. I had to make a quick decision while the crew frantically tried to undo the tangled mainsheet. The lookout yelled again that the buoy was only 50 metres ahead. The mainsheet had to be slashed, but the knife that was normally tied to the mizzenmast was missing! Someone had forgotten to put it back after using it to clean fish.

"The bread-knife from the galley, quick! Now!"

Precious seconds flew by before the sheet was cut. The boom swung out without the rope and tackle.

"We can't make it. We can't make it!" I could feel the panic in the lookout's voice.

I grabbed the helmsman by the arm and yanked him away from the tiller, which was silly — it would have been just as quick to relay the order so I could concentrate. I threw myself onto the heavy tiller; I could now clearly see the angry white surf on the reef.

I had three options, but there was no time to think. Starting the engine to go full astern would be like trying to stop a raging bull with a song. Steering hard to starboard into the wind to tack would be difficult without a mainsheet, which left turning hard to port now that the boom was loose, and saying a very quick prayer, hoping that there was deep water behind the buoy. I made my choice and turned hard to port.

The gybing boom knocked off the light on top of the buoy, showering the deck with broken glass. The 40-tonne *Fredag* responded, but so slowly. We were all holding our breaths. Prayers wouldn't help. We were in shallow water; the seas had grown enormous, partially blocking the wind. The shallow water also boosted the current and we were being pushed sideways, nearer and nearer the nasty jagged edge of the ocean.

The women awoke with all the commotion and came on deck to find out what was happening. They couldn't believe what they were witnessing when confronted with the steep waves on our port side. For one brief moment it seemed we were going to make it when there was an almighty crash. The *Fredag* stopped in her tracks and those of the crew who were not holding on tumbled forward. We were hard aground! On the reef!

What now? Before I could think a huge swell picked us up and sent us crashing down onto the coral. Our home rolled over on her side. I could hear glass smashing below.

It took a moment before I realized what a serious situation we were in. It looked like the end of our wonderful dream. It took some time before I regained my balance, in body and mind, and could come up with something sensible to try to get us out of this.

"Start the engine! Full throttle astern!"

—Continued on next page



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—*Continued from previous page*

The swell was high and the propeller intermittently churned the air instead of the sea. We hauled the sheets tight, hoping to heel her over, reducing her draft, like it said in the book, but it didn't help. It was difficult to work on the sloping deck with seas constantly cascading over us.

Soon the alarm went off in the engine room. The engine had overheated since the cooling water intake was out of the water. My first mate, Mariann, ripped open the doors, leapt down, and discovered the orange Peugeot diesel billowing blue smoke and scalding steam.

"The fire hose! Water! Quick, for Christ's sake!"

The *Fredag* heeled over to an even steeper angle. It was hard to stand up. Floors and decks had become nearly vertical walls.

When Mariann unscrewed the reservoir cap the vessel lurched again, and she fell over the burning orange monster. Boiling water shot out of the filler hole and cascaded over her.

This was not the first time the Peugeot had badly injured my first mate — it had severed her right index finger off the coast of Denmark. She hated that engine and the animosity worked both ways. She was immediately lifted up on deck, badly burned. Urgent first-aid advice came to mind.

Submerge the burns in water immediately! Lots of water! We had a whole ocean of it. A bright crewmember had a good idea and reacted quickly. He threw the inflatable dinghy overboard on our lee side. It filled with seawater in seconds and now couldn't be used as a life raft, but it had become a soothing chamber for burns. Mariann was carefully lowered into her semi-floating bathtub.

I soon understood that we could not re-float our yacht without assistance. Each swell rolling in just pushed us farther and farther onto the reef. To row out an anchor under such conditions was not possible; the dinghy had become a combination of ambulance and hospital bed. The sensible thing to do now was to proceed with distress procedures.

"All hands! Put on life-preservers, fire off distress flares."

Amazingly, all our flares worked. We put out a radio distress call:

"Mayday! Mayday! Mayday! Sailing vessel *Fredag* on the reef east of Union Island! Twelve persons on board, one person badly hurt! Need assistance immediately! Mayday! Mayday!"

Channel 16 on the VHF radio is the operational calling and emergency channel. In the Grenadines it was often clogged with illegal chitchat. Now it was as silent as a cemetery. We repeated the call over and over. After half an hour, with our battery power in the red, we made contact with a station ashore. They passed on our message and very soon the radio was alive with advice.

Everyone was talking at the same time, creating total chaos. They all had good intentions, but no one actually could come up with a solution. None of the big schooners in the harbour, moored safely behind the reef, dared to venture outside, because it said in the pilot guide: *one should not navigate in these waters at night!*

The coast guard vessel *George Macintosh* was contacted. It was in St. Vincent, 40 nautical miles to the north. It was carnival time and the coast guard crew had to be "located." We had to wait, be patient. Wish them a good carnival. Somebody turned on the tape deck with Bob Marley singing, "Every little thing is gonna be alright." It made me think of the band playing "Nearer My God to Thee" on the aft deck of the *Titanic.*

A tiny plastic tender with two brave Frenchmen risked venturing out in the dark to see if they could help. They didn't want to get too near as there was a danger of getting smashed against *Fredag* or thrown onto the reef, so they kept a safe distance. Two of my crew jumped into the inflatable and paddled out to them, sitting on top of the unfortunate burn victim and paddling against the wind and current in an inflatable full of water. We had to get our first mate to the hospital as soon as possible.

On their next venture my heroic crew managed to fasten a heavy nylon hawser to what was left of the buoy. We tightened up as best we could with the anchor windlass. This helped to put the brakes on being thrown farther onto the reef.

Incredible. In spite of all the brutal treatment the yacht was still in one piece and not taking on water. Normally a traditionally built wooden vessel wouldn't last five minutes under such intense pounding. A prayer of thanks went out to the person who advised me to use modern building methods, a heavy concrete keel, and a strong laminated hull.

Just when things didn't look too bad, the news arrived from the aft storage.

"We've sprung a leak! All hands to the pumps!"

There was water over the floorboards in the main saloon. The engine exhaust flange had been ripped off by the coral and the sea was pouring into the yacht's bowels. However, no need to panic yet. Our two powerful bilge pumps seemed able to do the job.

We stopped the water entering by covering a cutting board with a plastic tablecloth to act as a seal and nailing it over the hole. Another huge wave washed over us. The rudder broke. Four inches of laminated pine bolted together with one-inch steel bolts snapped into two as if it were made of plywood. Down below was a total disaster. The large heavy wooden saloon table that could seat 18 had broken loose and was jammed into the opening of the port bunk cabin. Contents of cupboards and books from the library were strewn everywhere.

We reefed the sails, but it just made her more unsteady, so we set them again, hauling them tight to stop the rolling every time we were hit by a big wave. The radio had gone silent. We were told we could expect the coast guard in the morning. Maybe.

There was not much we could do but wait until sunrise for our saviours to arrive. We were all more or less in a state of shock.

I promised the crew a hard day tomorrow. I couldn't sleep. I lashed myself to the mizzenmast in the cockpit. I looked down the companionway at the crew huddled together on the part of the saloon floor that was above water. Believe it or not, they were all fast asleep in their life preservers and orange survival suits that had been specially purchased for the icy waters around Cape Horn.

It was a long night. Every time a wave picked us up and slammed us down, it was like my own body and bones were being smashed onto the hard coral reef.

I could see the lights on Union Island where Mariann, standing on the beach, bandaged up like a mummy, was searching for a faint light out on the reef, anxious as hell, but optimistic — hoping that there would still be something left of her home when the sun rose.

Fredag *sank when towed off the reef, was salvaged and repaired, survived dismastings and a revolution, and went on to do work with delinquent youth, charters and sunset cruises. Don't miss her whole story when the book comes out.*

Excerpted from the soon to be published book The Art of Getting Wrecked: A Man, A Quest and a Caribbean Adventure *by Peter Roren.*



NO PEACE TODAY

by Mark Denebeim

Sanctuary, my former 2000 Island Spirit 37 catamaran, was distinguished by three-foot diameter blue "peace" signs on the mainsail and on each bow. They were instrumental to help brand my Caribbean charterboat business, and to help support world peace, of course.

That's why I was "shocked and dismayed" when a large Customs tender with ten St. Lucian Customs officers pulled alongside as she was quietly docked in front of my friend's house in the Lagoon at Rodney Bay one late afternoon in February, 2016. My Dominican friend, Ace, had just returned from shopping for provisions following our wonderful sail north from the Grenadines. Our first thought, naturally, was where did we put the weed?

In the Caribbean, many cruising boats head south during the hurricane season, from June through October. For the first time in three years (I usually "rough it" in Dominica) I left *Sanctuary* south of latitude 13, on a mooring in Admiralty Bay, Bequia. In February, I was back aboard to refit and begin the journey north to St. Barth to attend the Bucket Regatta in mid-March for the sixth year in a row.

Ace and I first sailed south to Union Island to visit my good friends Vanessa and Seckie, who run Sun Beach Eat, the best beach barbecue spot in Chatham Bay. After a few more days chilling in the Tobago Cays and Salt Whistle Bay on Mayreau, where we enjoyed the vibes at Black Boy and Debbie's and the Last Bar Before the Jungle, we departed.

From Mayreau, we sailed directly to Chateaubelair, the last anchorage on the northwest corner of St. Vincent, a 50-mile sail in eight and a half hours. George, the personable and helpful boat boy whom I wrote about in *Compass* in 2011, was there to greet us. We strolled around the small quaint town, had dinner and departed for the Pitons, St. Lucia, the next morning.

St. Lucia

After a couple of nights admiring the spiritual grandeur and awe-inspiring beauty of the twin 1,900- and 2,500-foot-high peaks framing the two-and-a-half-mile-long bay, we motored to Rodney Bay to hang out with Jack, who had recently moved there to help run a Segway tourist operation and had rented a lagoon-side house.

Earlier that afternoon we had cleared out of Customs and Immigration, truthfully reporting that our previous port was Chateaubelair and our destination was Dominica, and that the crew consisted of Ace — from Dominica — and myself. We had already been there four days, and had reported the same information when we arrived.

I approached the beehive scene as they were boarding my boat: "Excuse me, can I help you with something?" I inquired of no one in particular. "Are you the captain?" they asked, "Depends," I replied — and the yacht cavity search began. All ten officers spread out and looked into every orifice on board: the lockers, cabinets and hulls, off came the inspection ports, floor boards and they even looked inside my favorite drink coozie: "I'm the Captain—Get Over It!", I kid you not!

Two and a half hours later — having found nothing, of course — they removed their blue latex gloves and reluctantly left. I asked the head guy why they searched us and he said, "You are coming from a well known marijuana-producing island and departure port, you have a Dominican on board, and you are heading for another well-known marijuana trafficking island, Dominica." Okay, that makes sense… except why would a US-registered vessel openly declare and report to you all of the above if we were doing something illegal? Why would we clear Customs and alert you to our precise whereabouts at this dock? Shouldn't you search offshore on boats that don't have Peace signs on them? His reply was impossible to refute: "You would be surprised at what some people do!"

During the search, unbeknownst to me, Jack's roommates had been scrambling inside the house, flushing their minor personal stashes down the toilet, with one young roommate coming face to face with a Customs officer and bolting for the front door and out into the street.

To be honest, we DID have a few joints on board, but either they didn't care about personal stashes or they didn't find them. After they left, we all sat in Jack's backyard sighing with relief and sharing stories about the afternoon's activities, and deliberated if we should bring any weed when we left the next morning for Dominica.

We decided that with only a few joints, we could probably finish them before we got into Martinique waters, 40 miles north, or could talk our way out of such a small amount. Probably not a smart move, but we surmised that "they" had already searched us and would leave us alone. We figured wrong.

Martinique

The next morning we headed north on a beautiful sail, averaging seven and a half knots on a beam reach, passing Grande Anse d'Arlet on the west coast about 2:00PM. A Customs boat approached from our stern and sped past us. Then the whirlybird sound of an overhead helicopter temporarily interrupted our perfect sail and headed east over Martinique, and we chuckled about how absurd it would be if they were targeting us!

Soon thereafter, the black-hulled Customs inflatable boat, with eight officers aboard, appeared ahead and circled *Sanctuary* twice before coming alongside and demanding we pull into Grand Anse. The copter appeared off of our stern, hovering like a drunken hummingbird. Let the absurdity begin!

I acknowledged their demands and altered course for the anchorage. Ace took over the helm while I went below in an attempt to flush the few joints we had down the toilet. While I was below, the officers vehemently demanded with a bull horn that I return to the cockpit. I was able to quickly flush most of the joints in the marine toilet — but had to stuff the last three cigarettes into the bottom of the garbage can next to the door to the main salon. My nerves began to quiver as I imagined losing my boat because of three joints!

After we anchored close to the shore among perhaps a hundred boats in the pretty bay, the officers came aboard and demanded our papers. Ace and I had debated whether to tell them we had just been searched no less than 20 hours prior in St. Lucia but were afraid that would only serve to make us a valid target, and of course we considered that this search could be because of a liaison between the two countries.

We had recently heard about a small yacht being searched in Martinique and then again 30 days later while approaching Cape Verde, Spain, due to a GPS device that had been planted aboard during the search in Martinique. In addition, in 2014 *Sanctuary* had been circled by a US Navy helicopter that probably infrared scanned and photographed the boat while I was sailing solo from Dominica to Martinique.

—*Continued on next page*



The peace signs were instrumental to help brand my Caribbean charterboat business, and to help support world peace, of course.



—*Continued from previous page*

Perhaps the two departments were communicating — and they thought we loaded *Sanctuary* the next morning in St. Lucia — or felt compelled by a coordinated protocol of their respective departments.

Once the crew of eight came aboard and began the search, the officer in charge explained that they were yelling at me to return to the helm when they first approached to make sure I wasn't going for any weapons — not in case I was flushing contraband down the toilet. He explained they were also looking for large sums of money and weapons in addition to drugs.

When showing them our paperwork, I also presented my TWIC (Transportation Workers Identification Credential) card to demonstrate that they got the "wrong guy," since earning this card required an FBI background check and clears me at any port. The officer smiled and pulled a *Cannabis Now* magazine from the bookshelf asking me in broken English, "Are you sure you are zee wrong guy?"

Two hours later, and finding nothing, the officer told me they were now going to bring in a "sniff dog" to finish the search. I asked why and he responded, "Because the dog is faster." Well then. why not bring him at the start? "Just stay here with these two officers until we bring the dog back to the boat."



While Ace and I waited for the dog to be helicoptered in and lowered by cable and harness on to the long dock in the center of Grand Anse d'Arlet, I remembered the weed in the garbage that would almost certainly be found by a sniff dog. I had informed the officers that we had a party on board the night before so could not attest to the contents — which they never did search.

I also remembered that hidden in my cabin I had two small bags of weed with about two joints each, which would not be missed by a sniff dog.

Innocently, I asked the two officers babysitting us if I could use the head, where bits and pieces of the flushed weed were still floating in the bowl. I cleaned and flushed the toilet as best as I could then tiptoed to my cabin and pulled the small bags from their hiding place. I opened them up and threw them out of the small port hole, from where I could see the dog being lowered by copter on the dock about 100 metres away.

Returning to the cockpit, I noticed the bags slowly floating by our starboard side — they didn't sink! Thinking fast, I nudged Ace so he could see our new dilemma heading out to sea. Hoping to distract the officers, we engaged them in a nonsensical conversation so they would face us and not look behind them. The skipper of the boat anchored just aft and to starboard of us saw the bags, pointed at them, and gave me the thumbs up. The entire harbor was watching this high drama with keen interest.



Above: Mark (standing) with friends, indulging in approved substances.

Left: I cleaned and flushed the toilet as best as I could then tiptoed to my cabin…

Right: Sanctuary *in St. Lucia.*

When Dog — a medium size black lab — came aboard, my first comment was to inform them that I am allergic to dogs (true). They said they never heard that one before. Dog was first taken on deck to determine if anything was hidden forward or in the cockpit lockers. Then he was taken inside — right past the garbage can! Dog gave a quick nod to the can but was ushered away and proceeded to walk on the salon seats and sniff around the main salon.

Then Dog was taken into the starboard hull and headed straight for the toilet, pushing his head under the seat, whimpering like he was in heat; Dog had found something big, or so thought the officers.

After about ten minutes of trying to find secret compartments in the vicinity of the toilet, I heard one officer correctly tell the others in French; "It was probably just some personal stash he flushed down the toilet." Okay, we dodged that bullet, but one more pass by the garbage can remained.

Dog came back on deck — with another quick nod to the garbage can on the way out — and I again emphasized my allergies as they removed Dog from *Sanctuary*. After three hours of searching that ended at sunset I asked about staying overnight and how to clear Customs after 1700. The officer said that they knew where we are, knew what we had and didn't have on board, and that we could stay there without any further paperwork. He gave me our "all clear" form and said goodbye.

After they left, I pulled the three broken joints from the garbage can and Ace and I smoked them all while watching the gorgeous sunset. With no weed on the boat we felt safe continuing on to Dominica, where it turned out, of course, nothing happened.

No Peace Today

Whenever I hear a helicopter overhead or see a dark gray Customs boat in the distance, paranoia sets in, ruining my vibe, and reminding me that perhaps I am not as free as I thought I was when sailing on *Sanctuary*. Needless to say, I never carry any weed aboard, not even one joint, but the paranoia is hard to shake.

For a 24-hour period, there was No Peace aboard *Sanctuary*, having been searched twice within 24 hours by two different countries. It has been over three years and I have not felt comfortable returning to St. Lucia or Martinique, though of course it would be safe since nothing is aboard, not even the magazine.

Think I am being overly paranoid? Well, the final irony of this story is that in April, 2017, while I was peacefully writing this all down aboard *Sanctuary* at anchor on the south coast of Barbuda — just about the most remote and secluded place in the Caribbean — an Antigua & Barbuda Customs inflatable pulled alongside for a "random inspection." My paranoia exploded as I spotted a Bob Marley ashtray on *Sanctuary's* counter and quickly hid it under the seat, exchanged my Heineken cap for one with "Antigua" on it and asked my girlfriend to get in bed and act like she was sick. The head officer merely walked up and down each hull, opening nothing, and left only black boot marks in the cockpit on the way out.

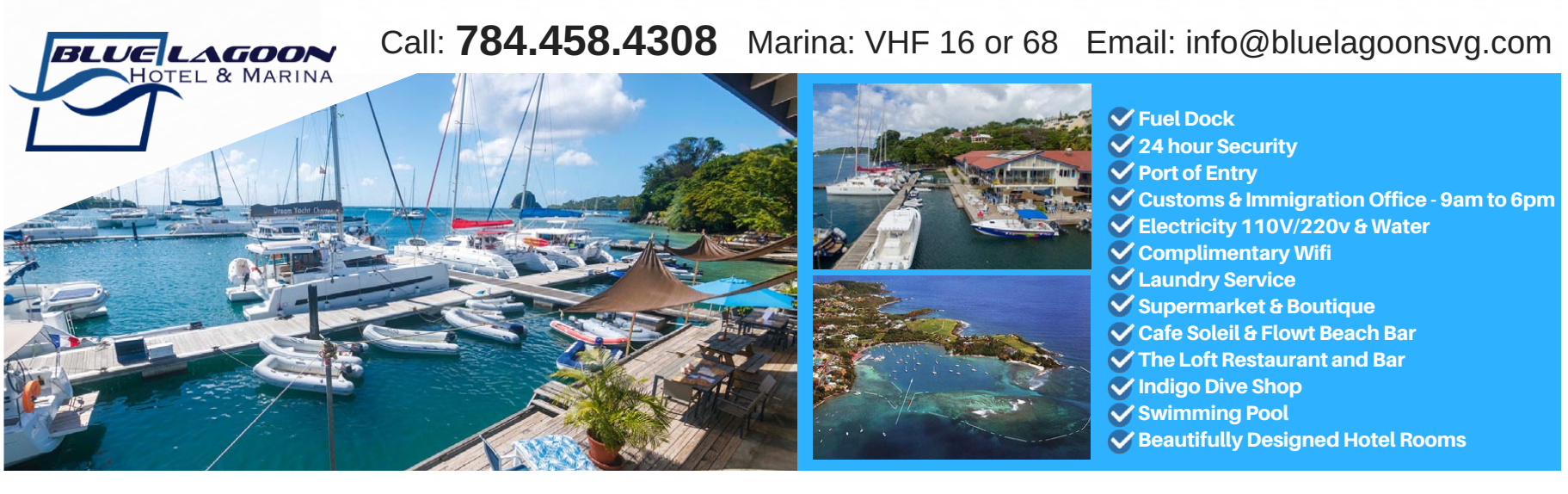
I know all of the officers were just doing their jobs, and they did a fine job no doubt. I just wish after 38 years of sailing the Caribbean, that this No Peace Day didn't happen and that weed was legal everywhere. What are the benefits of legislating against a multipurpose plant created by God/nature with proven medicinal and therapeutic qualities, and why would you want to waste valuable man/dog power and other resources hunting it down?

Perhaps they were really looking for cocaine?

Peace.



Mark is a 40-year charter captain primarily operating out of the Caribbean and southeast Thailand. Sanctuary *was lost in Hurricane Irma while on a mooring in Simpson Bay Lagoon, St. Maarten. Mark has over 25 magazine articles and a book,* Captain Mark's Way *(on Kindle), to his credit. To contact him visit www.captainmarksway.com or www.oceanbreezetours.com*



SAILING PURISTS

by Bill Woodroffe

WE all know them. Those sailors who despise the fact that their vessel harbors an "iron jenny" that consumes an inordinate amount of a cruiser's kitty for fuel and somehow deflates the sailor's dream of relying solely on wind power. They strut up to the local watering hole proudly stating that they used only three litres of fuel for their circumnavigation of the world. Wallowing around for days in the doldrums and tacking back and forth for hours to gain a few miles on distance made good are hallmarks of the Sailing Purist. Not knowing the price of diesel since 1970, ghosting up to the anchorage and dropping the hook while the main luffs is, in many eyes, the very proof of the proficient, if not saintly, Sailing Purist.


Big islands have big wind shadows.

I understand that and do respect those sailors. The Streets, the Pardees, the Cornells just to mention a few. Heck, before them, Joshua Slocum, Magellan, Christopher Columbus, they all get my respect.



Below: Ghosting along a lee coast under sail. Enjoy the leisure time!

Right: The ketch rig gives us a variety of sail options.



My wife and I are not Sailing Purists. There is a reason there is a 100-horsepower turbo diesel under the hood of *Kalunamoo*, our 47-foot ketch of a home. No, it's not what's under the hood of a Ferrari, but it works hand in hand with mother nature's fickle finger of wind. Getting into port during daylight, avoiding hours of three-knot sailing, powering the autopilot and Sirius Radio without battery failure are only some of the advantages it offers. Until it doesn't.

The adventure began after departing Bequia in the Grenadines and heading to St. Lucia, our next port of call. We were on our way to Antigua to meet the Salty Dawg rally sailors. Since 2013, we have participated in their rally several times, sailing back and forth between the US East Coast and the Eastern Caribbean. The southbound November sail can be challenging so we decided a few years ago to summer in Trinidad but enjoy the friendship of the Dawgs in Antigua. The plan was one overnight sail up from Trinidad to Bequia and then day sails up to Antigua. On our way north this year, we planned to stop at Martinique to take on a load of French wine and cheese. We could also replace our rusty anchor chain with new ten-millimetre G43 chain. That would eliminate the rust stains when we anchor.

Sailing up the Windward Island chain on the west side of the islands involves a knowledge of the micro-wind environment these mountainous islands produce. The tradewinds, the "strongest of the season so far," according to cruisers' weather guru Chris Parker, were forecast and so we were prepared for some "salty sailing." These consistent 25-knot winds gusting up to 30 are great for sailing, especially for heavy boats like *Kalunamoo*. In addition, squalls were to be encountered with gusts over 30 knots. Our ketch was in its design element. With a small Yankee-cut jib and staysail, reefable main, and mizzen, there is enough sail area and control options to comfortably handle the wind in these "moderate to strong" conditions. Chris recommended that the conditions were best for southbound vessels. We were sailing north.

The tall mountains of the islands produce two major effects: a wind shadow on the lee (west) side of the island and compressed higher winds at the ends of the islands (think of the amusement park ride The Whip). Sailing these islands, one must take these effects into consideration. Also, 25-knot winds may not seem like much, but 3,000 miles of fetch for a week builds considerable seas between the islands.

All was in order until we were in the lee of St. Vincent, the first of five islands we were to pass. When the wind dies the engine is turned on to motor-sail until the wind picks back up at the other end of the island. Long story short — the motor ran fine but the freshwater circulating pump bearing on it didn't. While sailing up to Bequia we had used the engine for a very short time and it did make an occasional sound like a bad bearing but I couldn't isolate it nor was it constant. In Bequia the engine ran fine. However, off St. Vincent it finally gave up the ghost in an engine room full of rubber-belt smoke and noise. So much for using the engine. We became Sailing Purists.

Kalunamoo's engine also helps us point better, meaning we can sail closer to where the wind comes from. Without the motor, relative winds closer than 55 degrees to the bow with choppy seas slow the boat to a crawl. Considering this, we eliminated a St. Lucia stop as I knew we could not make Rodney Bay. The Ste. Anne port call on Martinique was questionable. I thought we could make Fort de France or St. Pierre but eventually that proved not possible either. Scratch Martinique. No use trying Dominica, the Saints or Guadeloupe either. It would be difficult to get into any anchorage and, more to the point, what would we do then?

We would have to sail non-stop to Antigua. Repairs might take a while but we planned to spend a month there anyway and we would be with the Dawgs. So, the planned 12-hour sail from Bequia to St. Lucia turned into a 50-hour voyage to Antigua. At least Antigua is populated, unlike Gilligan's Island. Thank heaven my wife, Maureen, didn't mutiny. Although granola bars were served for dinner in lieu of her normally well-planned voyage fare I had no complaints.

The wind shadow effect was a problem that defied solution. Ghosting around for hours in the shadow, hoping that the current wouldn't set us on reefs, was a challenge. But, as any Purist would say, it's doable, so enjoy the leisure time.

We stayed far enough off St. Lucia and Martinique that the winds never died completely. We also ghosted along under Dominica doing three knots. We made up time crossing over to Guadeloupe as the wind funneled between the two big islands. We aimed to be ten miles off the west coast of Guadeloupe, hoping that the wind would not die completely. Passing the southern end of the island the wind clocked around and pushed us almost halfway up the west side before we had to go north. I feared we would be too far west to make Antigua directly and would have to tack east, something I hate!

At sunrise we were halfway up Guadeloupe when the wind died completely. Wallowing around for about five hours, all sails up, drifting with the current (fortunately running north at about a quarter of a knot), we had no idea how we would make it to the north end of the island. Around 10:00AM the air started to move and a slight breeze came up out of the west. This westerly morning breeze, due to the effect of the mountains, propelled us north. As we approached the north end of Guadeloupe, the easterly trades appeared, first heading us and then clocking as we finally left the wind shadow of Guadeloupe behind.

We arrived after dark at the entrance to Falmouth Harbor, Antigua, with a light rain squall looming on the radar. I knew we could enter but was afraid the wind would die between the headlands as we sailed into the entrance. We would be dead in the water before we reached the anchorage.

ABSAR is the Antigua & Barbuda Search and Rescue volunteer organization. Like the Coast Guard, it serves the safety issues of boaters in Antigua. I called them a few hours in advance and relayed my concern about entering Falmouth. Andreas, a fine fellow, was very encouraging and helpful. He was tracking us on AIS. But, he said, they don't provide towing service and their rescue boat was not in service as the season had just started. Oh! But then he called back and said that they would get their boat ready and out to meet us anyway and guide us down the channel. Great! We came down the channel and as expected the wind died. They came alongside and did tow us about a tenth of a mile to the anchorage area. We cannot say enough about Andreas and his assistant, truly a great help to us and a service that should be supported.

So, for two days we were Sailing Purists. The next time at the watering hole, Maureen and I can swagger in, sneer and say, "Yeah, we sailed in wind shadows and 35-knot squalls; we beat to windward, tacked and dueled the elements; and we didn't use a drop of diesel running up all the Windwards!"

In the meantime, we are getting a new pump for the engine.

Bill and Maureen Woodroffe have lived aboard and sailed in the Eastern Caribbean for six years on their 47-foot ketch, Kalunamoo.

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THE CARIBBEAN MARKET



Above: Many vendors sell what grows in their yards: breadnuts, peppers, citrus and mangoes. Pro tip: Ask about the difference between 'flavour' peppers and 'hot' peppers!

Left: Ask the vendors how to prepare the Caribbean staple of ground provisions.

Below: Caribbean pumpkins aren't the Halloween variety, they are used to make a delicious soup. They are big, so are often sold cut in pieces.

ALL PHOTOS: RAYMOND AARON



by Jo-Anne Nina Sewlal

Do you want to see the heart of an island? Are you grocery shopping on a budget? Want the freshest produce available? Visit the local market.

When you first enter a market in the Caribbean it looks like chaos, but there is method in the madness. After a little while you realize that many markets are well organized: there are different sections that sell different things. In other markets, however, each vendor sells a variety of produce and might also offer eggs, honey, and their own homemade items such as hot sauce, chutney, coconut oil or jam alongside a heap of mysterious roots and barks. You'll also see salted cod and smoked herring for sale, a taste handed down from British colonial days.

If you also want to taste the local cuisine, go to the market for that, too. In most markets there are food vendors set up outside the entrances, usually the front. Here you can get fresh coconut water, roti, doubles, fritters, ice cream, snow cones, home-made fruit juices and punches. Some markets, for example the one in Castries, in St. Lucia, have a food court section.

The Caribbean market is not just a place to buy fruit, vegetables, and meat and to taste local cuisine. Many larger markets have upper levels where you can find a variety of shops including barbers, seamstresses, tailors, clothing stores, shoe and handbag repairs, handicraft, toys and the list goes on. You can even get traditional cooking implements such as graters, cake tins and baking sheets made the old-fashioned way by tinsmiths. You can also find traditional gardening implements such as bush knives and machetes, locally known as cutlasses. Knife lost its handle? Watering can has sprung a leak? No problem, you can find someone to fix it for you at the market. Some markets may also have a section dedicated to handicraft to cater for the tourists that visit.



You will see many "local" fruits and vegetables. Some of these are actually native to other countries but were brought to the islands by the waves of immigrants to these shores. These include the breadfruit, which is roasted and eaten with saltfish; peeled, boiled and eaten with stewed meats; or used to make "oildown," the traditional Sunday lunch in Grenada. This fruit was brought from the South Pacific by Capt. William Bligh as food for the slaves on the plantations in Jamaica and St. Vincent. In St. Vincent, for example, you can buy a breadfruit already roasted on an open fire.

There is also *chataigne* or breadnut, introduced earlier to the Caribbean from the Philippines. It is similar in size to a breadfruit but the skin is covered with spikes. The seeds, somewhat like chestnuts, are boiled and eaten with salt.

Around Christmas time many vendors sell sorrel, which was introduced from West Africa. The sepals of this plant are steeped along with spices and sweetened to make a refreshing drink.

What may confuse a visitor is seeing fruits and vegetables that you recognize but in an unprocessed form. For example, coconuts with the husks on, or bunches of bananas on the stalks.

Do not be afraid to ask the vendor the best way to prepare unfamiliar produce such as christophenes, chichiwa, vine spinach, calalloo, and the wide variety of edible tubers known as "ground provisions." They are willing to share recipes with you so you can try them out and come back to buy some more!

Although always a vibrant gathering place, the market is different in every island you visit.

—Continued on next page

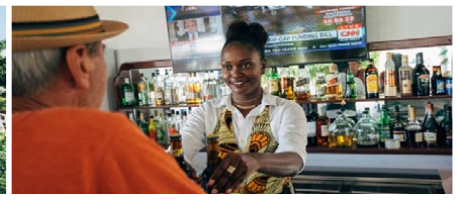
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—*Continued from previous page*

For instance, in St. Lucia, the vendors love to haggle and if you show hesitation about the price, it is brought down or various deals brought to the table for negotiation before you manage to utter a sentence. In Trinidad, on the other hand, the prices are neatly displayed on cardboard signs in front of the various items for sale, and if you do not see the price you may think twice about buying it from that vendor. Some vendors take the approach of charging you more if you "appear" to have some money to spend. However, if you need food on a tight budget, the market in Trinidad is the place to go since a substantial bag of fresh produce can cost roughly TT$40 to $50 (about US$6 to $7).



Caribbean celery is thin with a concentrated flavor.

This brings me to how to get a good deal at a Caribbean market. It helps to know the average price of the items you want and you also need to know the lingo. For instance, in the Caribbean, we use green bananas in our cooking, particularly to make "market soup." This soup is traditionally made and eaten on a Saturday (market day) and contains a variety of ground provisions, of course purchased from the market.

But please do not ask the vendor for a bunch of "green bananas" — the local term is "green fig." We know that it looks nothing like a real fig, but that's what we call it. By the way, what is commonly called a bunch of bananas in a supermarket in the USA or UK is called a "hand." In the Caribbean a "bunch" of bananas refers to the whole stalk, with bananas growing in "hands".

Many terms have developed as a result of the influence of the people from countries that have come to call the islands their home over the centuries. An example is avocados. The local term on many islands is "zaboca," which comes from the French for avocados — "les avocats" — but when pronounced it sounds like zaboca. The term was adopted in Haitian and French Antillean Creole and spread throughout the region. Also, there is "bhagi" which is the East Indian word for spinach. Of course, the local names will vary from island to island, with eggplant being known as aubergine, melongene, balanjay, baigan or berenjena, and on some islands zabocas are "pears"!



Along with your fresh vegetables, get some super-fresh fish.

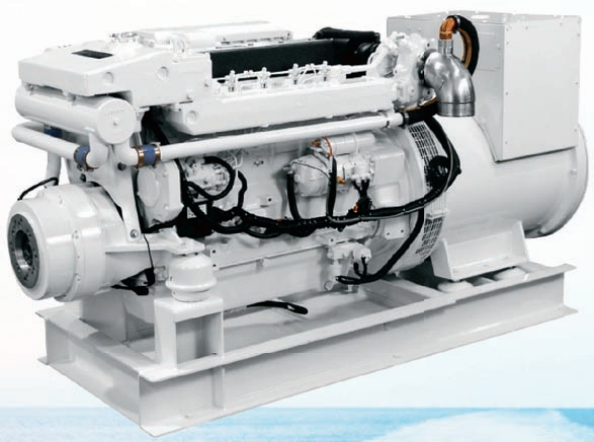
Caribbean markets are noisy, busy and sometimes smelly, but are always a colorful treasure trove of good things to eat, and to me, they are truly the melting pot of the world. Have a go and visit for yourself!

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OUR SEABOARD BIRDS BY BELA BROWN

The Great Egret: An Icon of Avian Conservation

Radiant as a water lily shimmering in the sunlight, the Great Egret brightens the world's marshy landscapes with dazzling splendor. Also known as the American Egret, the Common Egret and the Great White Egret, this magnificent bird is easily recognizable by its willowy S-shaped neck, yellow dagger-like bill, yellow-green lores and black legs and feet. Standing three feet tall, with a five-foot wingspan, this is the largest of all egrets and is only slightly smaller than its close relative, the Great Blue Heron. In some parts of the West Indies, Great Egrets can sometimes be confused for the Great White Heron, a white morph of the Great Blue Heron — but, besides being slightly larger, Great White Herons have shorter yellow legs and a thicker neck.

The Great Egret has long been the subject of much consideration, as scientists debate whether to place the species in the genus *Egretta* with the smaller egrets, or in the genus *Ardea* with the great herons. For a time, this indecision was resolved by placing it in its own genus, *Casmerodius.* However, morphological, behavioural and biochemical evidence have since placed it closer to the great herons in the genus *Ardea* — hence its present scientific name, *Ardea alba,* meaning "white heron" in Latin.

There are four subspecies of Great Egrets, distributed throughout most of the temperate and tropical regions of the world. In the Americas we find the *Ardea alba egretta,* breeding from southern Canada and Maine down to California, Mexico and the Lesser Antilles, and as far south as southern Chile and Argentina. The species is partially migratory, with populations from the cooler latitudes relocating to the warmer latitudes during the winter. Great Egrets are both diurnal and nocturnal migrants, travelling either solitarily, in small V-formation flocks, or in wavy lines. At the end of the breeding season, these elegant creatures take to the open skies and disperse in multiple directions: headstrong juveniles from the southern areas of North America travel as far north as southern Alaska and Newfoundland before heading back south for the winter. Likewise, South American birds travel south to Tierra Del Fuego and the Falkland Islands before heading north to warmer latitudes.

Great Egrets are diurnal foragers and with their long legs are able to feed in deeper water than smaller herons. They hold an impressive repertoire of foraging behaviours only surpassed by the Snowy Egret. You may notice a solitary forager slow-walking with an upright posture, crouching now and then to capture prey, or a flock standing and waiting, peering, occasionally adding a "foot-stir" to disturb prey, fluttering over the water, or simply stealing food from each other. Great Egrets feed mainly on small fish, shrimps and crayfish, but will also eat frogs, lizards, snakes and small mammals.

In the West Indies, the breeding season is dependent on rainfall and seasonal flooding, which determine prey availability. During this time, the willowy Great Egret turns into one of the most magnificent creatures of the avian world — a profusion of long, silky plumes called "aigrettes" grows from its back and tail, and blooms out so wide during courtship displays that the plumes envelop the bird's entire body and head, like a wispy bridal veil. Meanwhile, its yellow bill becomes bright orange, or sometimes very dark, while yellow-green lores intensify to intense lime-green and a red circle forms around the eyes' yellow irises.

Although Great Egrets are mostly silent, remote creatures — only vocalizing when alarmed, or in hostile encounters with an indignant *kraak,* or when returning to the heronry with a friendly *frawnk* – during the breeding season, birds vocalize frequently and with great diversity.

Males feed for shorter periods, spending most of their time defending territories with bodies held horizontally, necks retracted into an S-shape and plumes raised,



BELA BROWN

chasing any male or female, who may enter the space they are trying to defend. They advertise to females with eye-catching stretch displays, while the latter settle nearby watching, preening and twig shaking: grasping a number of different twigs in rapid succession and releasing after a quick headshake. (Both sexes engage in twig shaking.) Unmated females also perform circle flights over their potential mate's territory, calling out with cheeky *rok-rok* and *glug* calls. Ultimately, these females land on the males' territory and may even copulate, but invariably they are expelled and it may take them several submissive landings before the males get used to their presence. Nevertheless, pair-bonding will only take place after a trial period that can last up to seven days. During this period, the females behave submissively, while helping the males build the nests. Eventually a pair bond will form as the birds learn each other's greeting call and greet one another with affectionate *arre-arre* sounds. Females become gradually less submissive as the pair bond forms.

Great Egrets build platform nests where predators can't get them easily, such as treetops. In the Florida everglades, they place the nests about five feet above alligator-infested waters and use the reptiles as protection against nest-raiding raccoons and other mammals. They lay on average a clutch of three eggs with a one-day interval between each egg, resulting in asynchronous hatching. However, they incubate the first egg for just a few short periods during its first day, so that the first two chicks hatch within the same 24-hour period.

Like the Cattle Egret, Great Egrets are known to practice siblicide during times of food shortage. In fact, in the Florida everglades, the third chick may be forced out of the nest and fed to the gaping alligators below, as payment for protection. Dr. Douglas W. Mock, a behavioural ecologist at the University of Oklahoma, studied Great Egret nestlings and was amazed to see the little birds engaging in constant vicious fighting. Convinced that the parents would never allow such grisly behaviour, he separated them from each other with pillows. However, later when observing chicks in the wild, he witnessed the same aggression, with birds fighting four or five prolonged battles a day, sometimes involving more than 100 sparring exchanges, while parents stood by and did nothing to intervene. Indeed, parents take no action in either preventing or encouraging siblicide. Nevertheless, according to Dr. Mock, they are involuntary collaborators; parents maximize the number of strong chicks they produce by putting all of their resources into the first two eggs, thus endowing them with high doses of testosterone and other androgens, twice as much as that found in the third egg. Sibling aggression ceases once the clutch is reduced to two chicks, though it is important to note that in times of food abundance, all three chicks survive.

The Great Egret was pursued to near extinction during the "plume boom" in the 1880s, when women's social standing was measured by the number of plumes decorating their hats — the more plumes, the higher their status. This gave rise to an industry of depraved milliners and plume hunters whose sole purpose was to kill entire colonies of egrets to meet the demand for these delicate plumes. As one of the most sought-after species, Great Egrets were killed by the millions, shot down like pale angels into the dust, their young left to die of starvation. Fortunately, two women from Boston, who once wore Great Egret plumes themselves — Harriet Hemenway and Minna Hall — discovered how fashion was destroying the Great Egret and took action by founding the Massachusetts Audubon Society, in order to persuade other women to give up their plumes. This was the birth of the National Audubon Society, the organization responsible for the Migratory Bird Treaty Act, which declared it illegal to capture, trade, sell or buy any part of a migratory bird, including egrets — and so putting an end to the plume trade and saving the Great Egret from extinction. In 1953, the Great Egret became an icon of avian conservation and the timeless logo for the National Audubon Society, where sketched in simple lines is an auspicious bird of the purest white, crossing the sky in languid flight, long legs trailing, broad wings sailing on the winds of hope.

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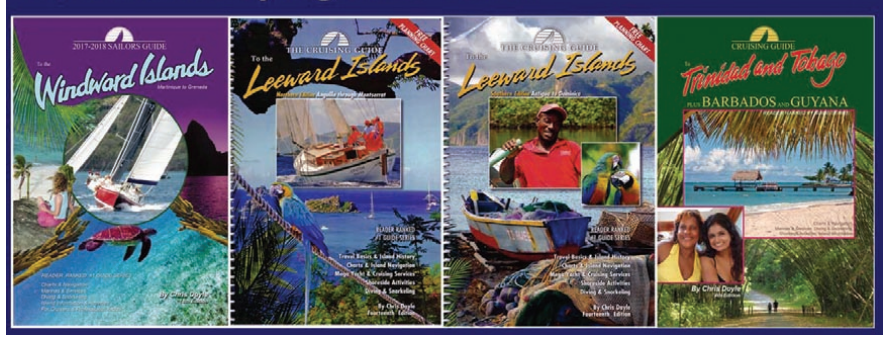
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THE GRACEFUL RAYS

by Darelle Snyman

It is easy to get complacent about the marine life you encounter if you are privileged enough to explore the underwater environment on a regular basis. I must confess that grunts and squirrelfish have lost some of their novelty for me. There are, however, those sea creatures, like the rays, that always give me a rush of excitement no matter how many times I encounter them.

I love watching these fascinating relatives of the shark glide through the water or hastily burrow into the sand, hiding from predator and prey alike. Fossil records of teeth and scales show that these strange, flattened creatures have been around for an amazing 150 million years. Without these fossilized teeth and scales we would have had no idea of their long existence since cartilage does not fossilize. The uniqueness of these cartilaginous fish is often overshadowed by the infamy of their relatives the sharks, who get all the glory and the movies.

These fascinating creatures, which outnumber sharks in terms of species numbers, belong to the superorder *Batoidea* and include well over 600 species, divided into groups you will immediately recognize: the stingrays, electric rays, sawfishes, guitarfishes and skates.

The stingrays and their relatives the eagle rays are probably the most commonly recognized rays. These docile creatures are often viewed as dangerous because their slender tails are equipped with sharp venomous spines. The truth is that they are not naturally aggressive, and their first reaction is to swim away when threatened. They will, however, defend themselves when attacked by predators or whenever they are stepped on. A common behavior of stingrays is to burrow underneath the sand in shallow water, so stepping on them is rather easy to do. So, if you find yourself in areas where stingrays frequent the sandy-bottomed shallows, do the "stingray shuffle" to avoid a very painful encounter. This involves scooting your feet along the sea floor instead of walking normally: the vibrations created tend to frighten stingrays away. Stingrays mostly use their venom for self-defense; they do not need to kill or subdue their prey in advance, as they are quite capable of catching their prey with their mouths, crushing and eating them with their powerful jaws. In Ancient Greece, dentists used the protein-based venom of stingrays as an anesthetic to numb pain.

One Caribbean ray that spends most of its time hidden in the sand is the Southern Stingray (*Hypanus americanus*). The mud-brown color of its dorsal side provides this diamond-shaped ray with the perfect camouflage to hang around the ocean floor hidden from sight. I have watched them numerous times burrowing into the sand until only their eyes and huge spiracles are visible. It is this ray that is the star attraction at Stingray City in Grand Cayman.

Because of their poorly placed eyes they rely, like sharks and their other ray relatives, on special electroreceptors called ampullae of Lorenzini to locate their prey. These organs allow them to sense the weak electrical fields produced by small buried creatures.

The Southern Stingrays have interesting relationships with other organisms in their habitat. These poor creatures are plagued by a number of ectoparasites, but they keep these pesky invaders in control by visiting cleaning stations maintained by Bluehead Wrasses and Spanish Hogfish. Through this symbiotic relationship the cleaner fish gets a tasty meal and the stingray gets rid of its parasites. During its search for food the Southern Stingray not only uncovers its own prey hidden in the sand but also disturbs species it does not prey on. Fish hang out above a Southern Stingray as it trawls the sea bottom for food, and prey on the disturbed food items that are not to the stingray's liking. Southern Stingrays in turn fall prey to Hammerhead Sharks whose own electro-senses allow them to locate stingrays hidden in the sand.

The somewhat drab Southern Stingray is always a treat to see, but for me encounters with Spotted Eagle Rays (*Aetobatus narinari*) always provide a spectacular sight. It is such a delight watching these graceful creatures glide effortlessly through the water. Unlike their relative the Southern Stingray, Spotted Eagle Rays, like all eagle rays, are active swimmers and do not lie motionless on the ocean floor. Their bodies, as their name implies, are covered with distinctive white spots. These, combined with their extraordinarily long whip-like tails, make them difficult to confuse with any other ray species in their range.

This is not a small ray; it can attain a wingspan of three metres (ten feet) and can be up to five metres (16 feet) long if you include the tail. The only other eagle ray that surpasses it in size is the magnificent Manta Ray.

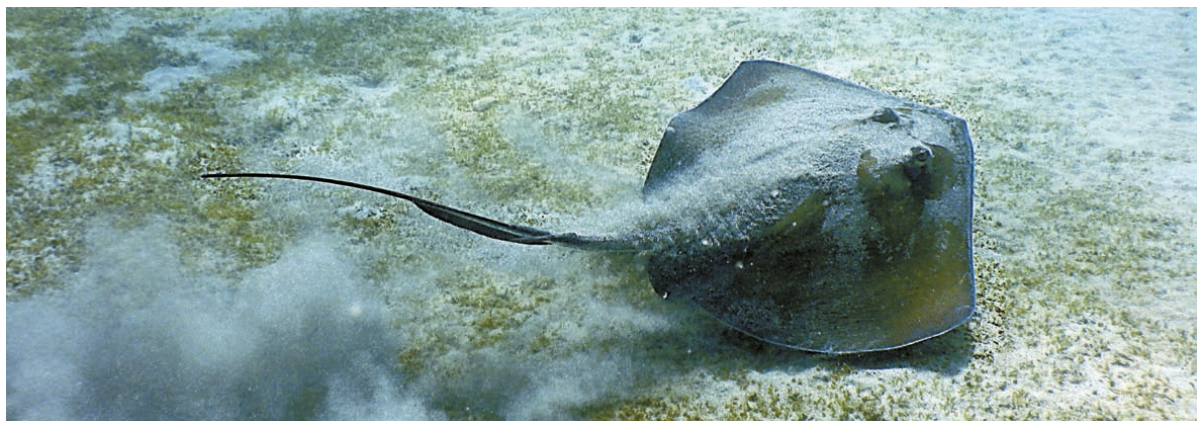
Although they prefer bays and reefs, Spotted Eagle Rays often form large schools in open waters, swimming long distances close to the surface. They are capable of leaping completely out of the water, a feat that must make for a very spectacular sight, another bucket list item for me of things to see and experience.

They use their distinctive pointed snouts that resemble ducks' bills to roust their prey from the sand. They feed on a variety of mollusks, which they crush with their plate-like teeth. They are, interestingly enough, able to separate the shells from the flesh. Studies of their stomach contents have revealed the presence of only intact prey items and no shells.

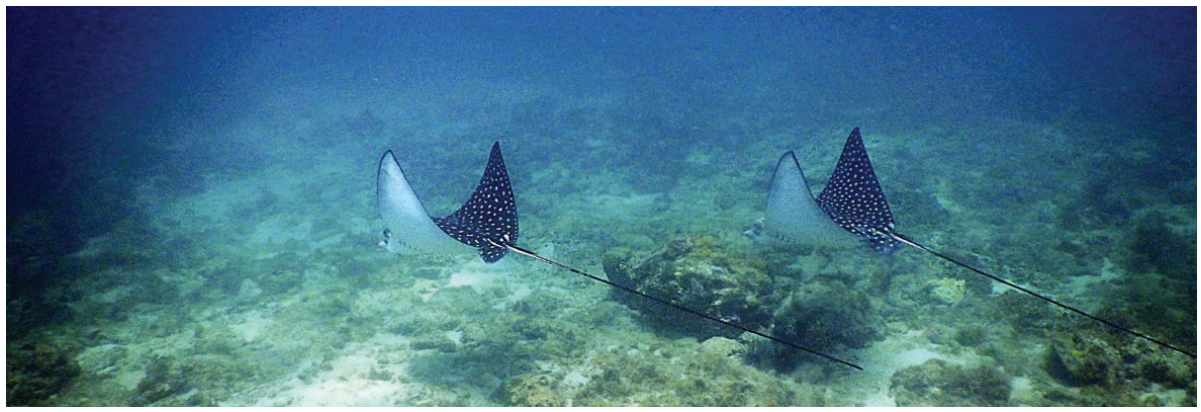
This shy and tranquil species is classified as near threatened on the IUCN Red List, due to it being caught as bycatch in much of its range, and then turned into fishmeal. It is also sadly, sometimes fished as a gamefish as it apparently provides a good, noisy fight when caught.

Another ray species that frequents the Caribbean and prefers to hide motionless in the shallows on sandy, muddy or seagrass bottoms is the Yellow Stingray (*Urobatis jamaicensis*), also often called the Round Ray. The coloration of these stingrays is highly variable but often displays a yellowish patterning against a brown background, hence the name Yellow Stingray. They are experts at camouflage, able to rapidly change their mottled coloring according to their surroundings and needs. During feeding they undulate their flat, rounded pectoral fins to disturb the sandy bottom, creating depressions to expose favorite prey items such as crabs and worms. They also employ trickery to capture food by arching the front of their flat bodies off the seafloor to create a space that resembles a small cave or rock opening. The unsuspecting prey then takes shelter in this inviting death trap and becomes lunch. These small docile rays breed in seagrass beds, so I really got the chance to observe them in the shallow beds in the anchorage at Isla Mujeres, Mexico. They are quite tolerant if you approach them very slowly, which made it easier to photograph them.

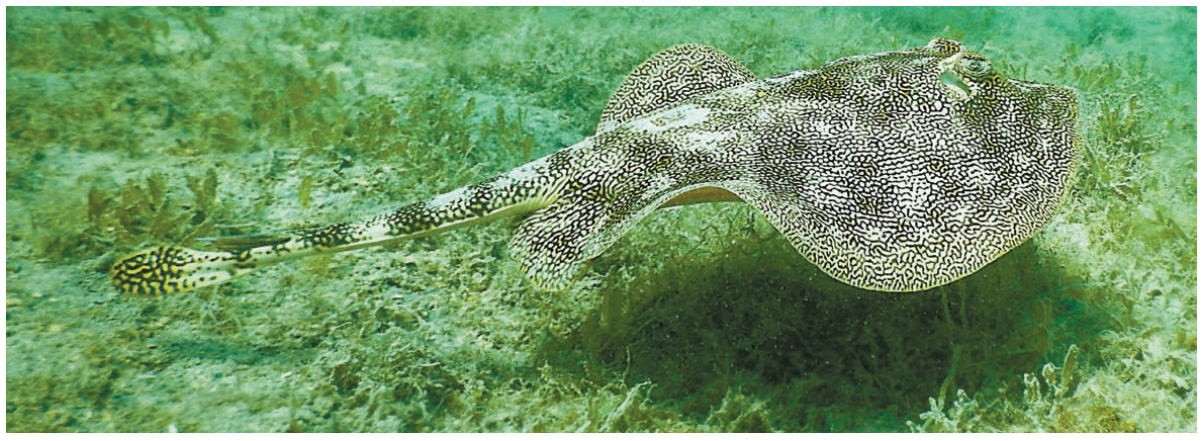
So grab your diving gear and cameras and go ray hunting — there are many to discover!



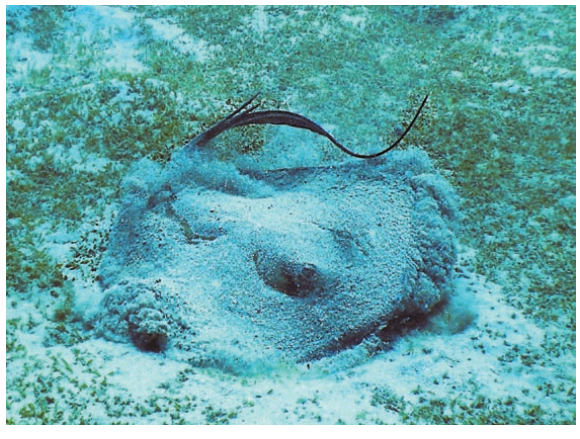
The mud-brown color of the Southern Stingray's dorsal side provides this diamond-shaped ray with the perfect camouflage.



Spotted Eagle Rays are active swimmers and do not lie motionless on the ocean floor.



In the shallow seagrass beds in the anchorage at Isla Mujeres, Mexico, I got the chance to observe the small, docile Yellow Stingray.

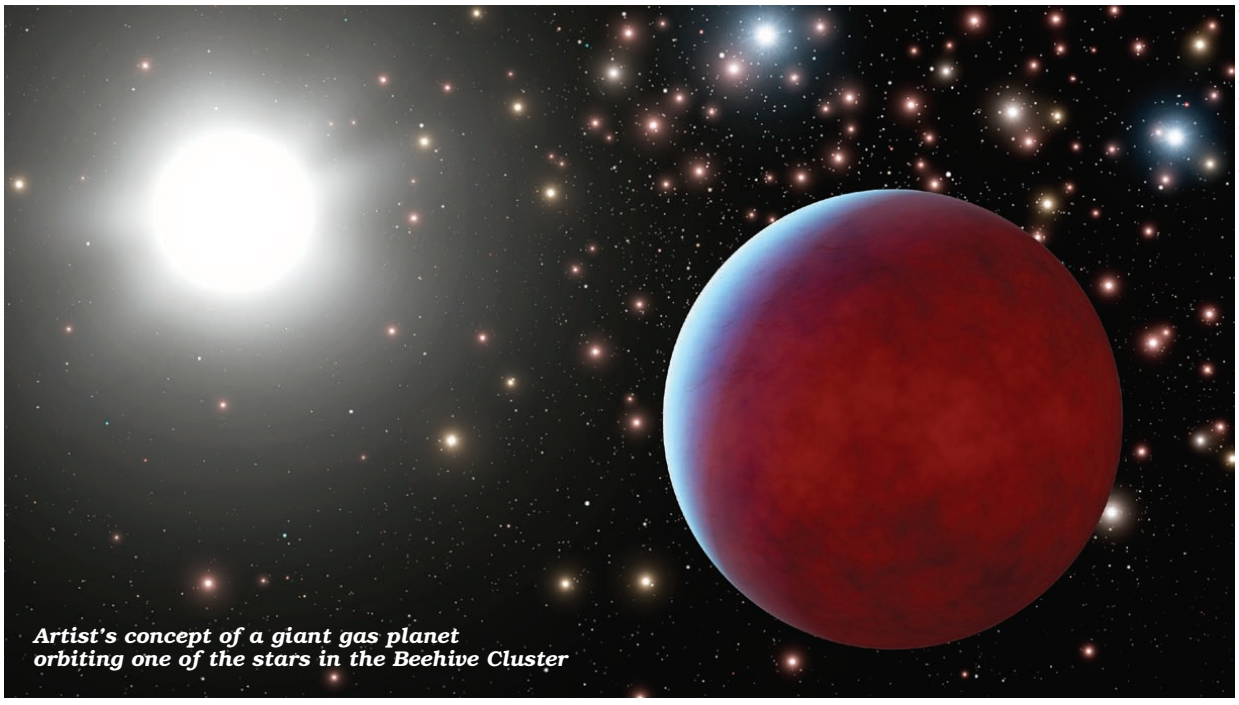


I have watched Southern Stingrays burrowing into the sand until only their eyes and huge spiracles are visible.

The Sky from Mid-February to Mid-March

by Jim Ulik

The faster-than-light starship C-57D was introduced in the film "Forbidden Planet." The screenplay was written in 1952 and hit the cinema in 1956. This film also presented Robby the Robot, the artificial intelligence (AI) for the two remaining inhabitants on planet Altair IV. Robby executed most tasks from construction to food preparation. The robot analyzed materials or food, reproducing identical molecules in any shape or quantity. Commander of the starship John Adams exclaimed, "Why, it's a housewife's dream. Plus absolute selfless obedience." (Remember that it was written in 1952.)



CREDIT NASA/JPL-CALTECH

Artist's concept of a giant gas planet orbiting one of the stars in the Beehive Cluster

Later in the film the cook from the visiting spaceship asked Robby to manufacture 60 gallons of hooch (whiskey) because his supply was getting low. The quality was so good that there was no hangover the next day.

Today, 3D printers have been designed to create food products in space aboard the International Space Station (ISS). However, the astronauts still require the raw materials for the printer to produce food. While printers may not brew beer or distill liquor, robots are being developed for that purpose. Experiments in growing, germinating and malting grains for brewing are now taking place aboard the ISS. Alcohol is space is nothing new. Read *Around the Moon* by Jules Verne (1870). In Image 1, the crew aboard the "projectile" toasted with a glass of wine while passing around the Moon.

NASA, Roscosmos and other space agencies have prohibited drinking in space. Still, Buzz Aldrin had communion wine in 1969 just before walking on the Moon. In the 1980s cognac was actually doctor-recommended for Russian cosmonauts for long space missions. Wine and whiskey have been sent to store in the ISS "wine cellar" to discover how the environment of space affects the flavor of spirits.

Sunday, February 16th

If you rise before dawn this morning you will find Mars, Jupiter and Saturn lined up along the ecliptic in the southeastern sky. Following that imaginary line that traces the Sun's path towards the west you will find the Moon. As shown in Image 2, the Moon is located north or left of the ecliptic.

Every night throughout this period you will see Venus shining brightly above the western horizon. She will reach her highest level in the sky on March 14th.

Tuesday, February 18th

The Moon will rise just before 0300 in the constellation Sagittarius. A few minutes later Mars will make its appearance slowly rising above the eastern horizon. At this time the Moon is crossing the ecliptic appearing close to Mars. During this conjunction Mars can be found just off the illuminated side of the Moon. Tomorrow morning the Moon will shift its position approaching Jupiter.

Thursday, February 20th

This morning there is a conjunction between Saturn and the Moon. As the Moon approaches its new phase it appears as a small sliver just before dawn. Just off this thin slice towards the north rests Saturn.

Sunday, February 23rd

The Moon's daily transit eastward places it right next to the Sun today. Only when the Moon and Sun are both on the ecliptic and in line will an eclipse occur. For future reference, a partial solar eclipse will not occur over the Caribbean until October 2023. Two upcoming lunar eclipses this year occur in July and November.

Monday, February 24th

Slowly the Lion will rise out of the east. From start to finish it will take about two hours for the constellation Leo to clear the eastern horizon. In about another hour or around 2100 hours a few shooting stars will begin to radiate out of Leo. These meteors are the Delta Leonids. This minor shower is active from February 15th to March 10th.

Thursday, February 27th

The Moon turns four today. In other words it has been four days since the New Moon. As dusk approaches Venus will become more apparent north of the crescent Moon. There will be about four degrees separating them as they slowly drift towards the western horizon.

Monday, March 2nd

Yesterday the Moon made a close pass of the Seven Sisters. Today the Moon reaches First Quarter as it takes station on the forehead of Taurus the Bull. A few degrees away from the Moon towards the southwest you can find Aldebaran, the Eye of the Bull.

Tuesday, March 3rd

The Pi Virginids meteor shower takes place within the boundaries of the constellation Virgo. The meteor shower occurs February 13th through April 8th. This variable shower will reach its peak tonight. Shooting stars should start flying out of the eastern sky after 2000 hours.

—Continued on next page

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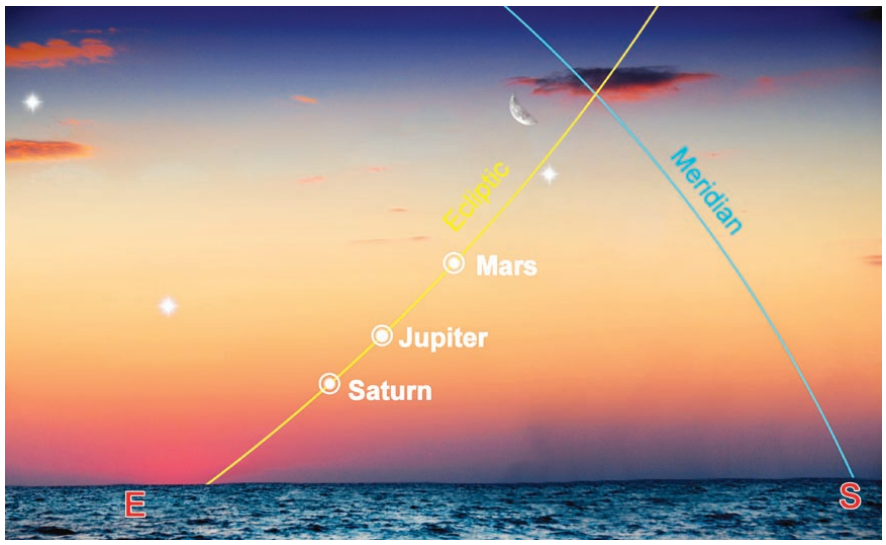
Friday, March 6th

This evening the Moon makes its "moonthly" (27.3 days) pass of the Beehive Cluster. The number of days it takes to reach the same visual phase is 29.5 days, e.g. Full Moon to Full Moon. Galileo had the first telescopic view of the Beehive Cluster in 1609. Charles Messier cataloged this cluster as M44 in 1769 to identify deep space objects that weren't comets.

Monday, March 9th

The Moon reaches full phase. At this time in its monthly cycle of phases, the Moon lies almost directly opposite the Sun in the sky, placing it high above the horizon for much of the night. This month is a Supermoon because it appears larger as it makes its closest approach to the Earth. The second reason to celebrate during the Full Moon party is this also happens to be the last Full Moon of winter. The Moon rises in:

Barbados at 1820 hours
Colombia at 1824 hours
St. Kitts at 1830 hours
Puerto Rico at 1844 hours
Curaçao at 1859 hours



Above: Saturn, Jupiter, Mars and the Moon are lined up in the morning sky on February 16th.

Right: Aboard the projectile (space capsule), "Ardau brought out a fine bottle of Nuits, which was found 'by chance' in the provision box. The three friends drank to the union of the earth and her satellite." Illustrator Émile-Antoine Bayard, from Around the Moon, Jules Verne (1870)

Saturday, March 14th

If you are up around midnight, look south. When you see the Southern Cross appear near vertical a series of shooting stars may begin to pass through that constellation. Overnight is the peak of the Gamma Normids meteor shower. The constellation Norma, the Carpenter's Square, will gradually rise higher in the southern sky east of the Southern Cross. Norma is the radiant of the meteor shower that is active February 25th through March 22nd.

In the News

The date has yet to be confirmed but March 7th or March 14th is The International Day of Planetariums. While the formal day is not set, the purpose is to involve the international planetarium community in a collaboration that promotes knowledge of planetariums to the public. All planetariums, regardless of size, location, or affiliation, are invited to take part. Facilities that charge an admission are urged to make the day a free day for their communities. Participation in this program is intended for all ages.

The three goals of the International Day of Planetariums are to:

• Inform the public about planetariums: what they are and why they exist.
• Educate the public about the problem of light pollution.
• Promote international exchanges and collaborations between planetariums of different countries.

Some planetariums in the Caribbean Basin are listed below. If you are not near a planetarium, contact a school or library to set up or join a program.

• Natural History Museum Professor Eugenio de Jesus Marcano, Santo Domingo, Dominican Republic
• Luis A Ferre Science Park, Bayamon, Puerto Rico
• University of Puerto Rico, Department of Physics, University Campus of Mayaguez, Mayaguez, PR
• National Institute for Higher Education, Research, Science and Technology (NIHERST), Trinidad & Tobago. NIHERST participates in NASA's International Internship Program to facilitate a structured educational exchange.
• While there are several planetariums in Colombia, the most convenient for sailors is the Naval School of Cadets Almirante Padilla, Manzanillo Island Forest, Cartagena.


THE SUN CHOSE TO BE OF THE PARTY.

All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik cruises aboard S/V Merengue.

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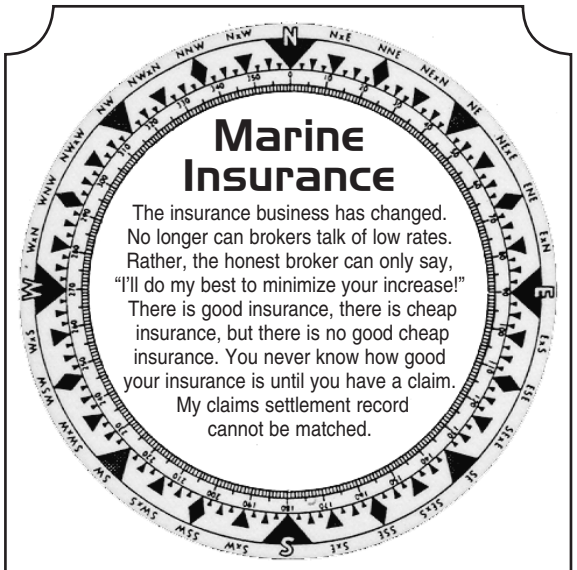
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WHAT DID I WANT THE STORY TO DO?

Ahoy *Compass*,

Here's my reaction regarding the two December Reader's Forum letters responding to my October article, "What Would You Do?"

First, thank you Don Street for the compliment, especially coming from a man whose works I have used and admired since arriving in these islands in '94. And "big up" for the Spirit of Classic Dragons trophy that you earned over decades (December "Info and Updates").

Richard Mayhew's (*S/V Galene*) letter was right. I did the seamanlike thing, even though I wish I had stood my ground instead.

Street is right. I could have named them; perhaps should have.

Compass was right not to publish names — there had not been time for a response and *Compass* does believe in fair play. Moreover, I did not send the editor names or contact info even though I had it.

My story says, "I've found out more since." The question, "What would you do?" was asked using what I knew at the time. An early draft of the story, which I sent to the woman inviting comments and/or corrections (no reply), includes an after-the-fact interview I had with her. What she told me did more to exacerbate than mitigate. The dead engine was a half lie. It ran but leaked both fuel and oil and was declared "for emergencies only". Yet, she had said she was preparing the boat for hurricane conditions. *What is an emergency? Was there an emergency?*

As for morality, I reckon (with hindsight) that I was dealing with a blend of arrogance, selfishness, ignorance, and half a dozen other human qualities that we all share in varying degrees. A friend who had talked with the woman about the weather earlier in the day thought her hysterical.

As for the woman's absentee man, I had no contact with him. What I tell is what she told me. I like Mayhew's term, "cavalier."

What did I want the story to do? Maybe prevent one or more incidents that we will never know about. This sort of thing might happen in any anchorage where there are weather threats.

One Love,
Jim Hutchinson
S/V Ambia

TIPS FOR CRUISING THE VIRGINS

Dear *Compass*,

Angelika Gruener's article on her cruise from Puerto Rico to St. Barts, in the December 2019 issue of *Compass*, is excellent. I would like to offer some additional suggestions to those cruising the area this winter.

Puerto Rico and the Spanish Virgin Islands are, as Angelika states, less crowded and infinitely cheaper than the USVI and BVI. (The area starting on the west coast of Puerto Rico and proceeding eastward is covered in great detail in my *Guide to Puerto Rico and the Spanish, US, and British Virgin Islands*. It is the only guide that covers the entire area in one volume and is available from Amazon.)

To find quiet anchorages in the USVI and BVI, follow the advice of the former editor of *SAIL* magazine, Patience Wales: "In Street's guide, circle in red the anchorages that are not mentioned in the other guides and you will have a quiet anchorage."

Regarding harbors completely filled by mooring balls, as Simon and Nancy Scott say in their *Cruising Guide to the Virgin Islands*, it is still possible to anchor around the edges of the mooring field, but do it carefully so you don't foul boats moored on the buoys.

When anchoring, use a Bahamian moor or bow and stern anchor, both illustrated on the back of old Imray Iolaire charts or in the booklet that comes with the new Imray Iolaire charts. Where there is a sandy beach at the head of the harbor, monohulls can drop a stern anchor well offshore, slowly approaching the beach. When the keel touches, drop the bow anchor, take up on the stern anchor, and set the bow anchor. Dive to make sure both anchors are well set.

On multihulls, use the same technique, but as the bows touch, one crewmember jumps into the shallow water, carries the anchor ashore, and buries it in the sand or hooks it around a bush.

If the noise from the island's band is disturbing your sleep, wax earplugs work wonderfully to muffle the sound.

Regarding Anguilla and fees charged to visiting yachts, many islands feel that yachting is the goose that lays the golden egg and encourage boaters to visit their island. However, it appears that Anguilla, with its unfriendly Customs and Immigration officers and high fees, appears to be killing the goose before it has a chance to lay the golden egg.

Don Street
Formerly of *S/V Iolaire* and *S/V Li'l Iolaire*

WE WANT TO HEAR FROM YOU!

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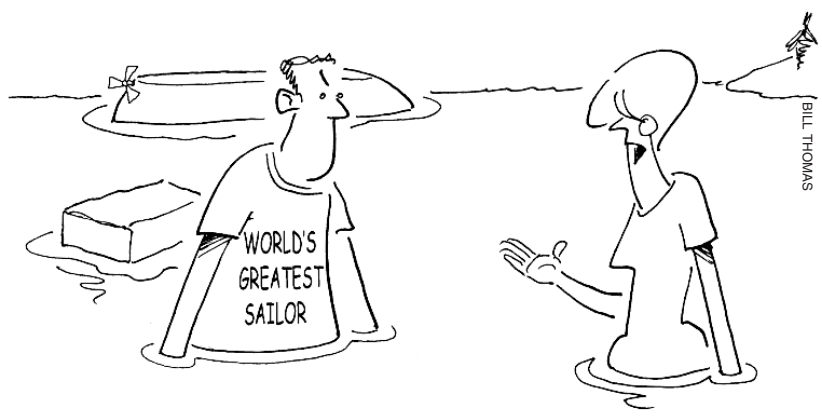
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Send your letters to sally@caribbeancompass.com.

COMPASS CARTOON



"I'd advise you to take that shirt off now."



Letter of the Month

'WHEN IN DOUBT, STAY OUT'

Dear *Compass* Readers,

Bob Berlinghof's excellent review of Chris Bowman's new book, *Me, The Boat and a Guy Named Bob*, in the December 2019 issue, mentioned the loss of Bob Dylan's beautiful Bequia-built schooner, *Water Pearl*, after she ran aground when the crew attempted to enter the Panama Canal at night.

Early in my career I realized the old saying "when in doubt, stay out" should be observed. The following stories reenforce the saying.

RH "Bobby" Sommerset was one of the world's most experienced seamen but was drowned with two crew in 1965 when entering Rhodes harbour in Greece at night, running in before a gale. Although he had entered Rhodes harbour many times, the breakwater had been extended since his last visit but the leading lights had not been changed, and *Trenchemer* — a 72-foot steel yawl — piled up on the breakwater.

A breakwater was extended, but leading lights weren't changed.

In the early 1950s the late Malcolm Horsley, skippering the 72-foot ketch *Stormvogel*, was entering the port of Naos, Lanzarote, at night as he knew the harbour well. An alert foredeck crew suddenly called out "all back — emergency!" Malcolm slamed the engine into reverse with maximum revs, almost tearing it off the mounts. *Stormvogel* stopped about 30 yards from a new section of breakwater. Again a breakwater was extended, but leading lights weren't changed.

In 1985, on *Iolaire's* first cruise through the Cape Verdes, we had on board the latest BA charts, which had been corrected just before we left UK. We arrived at Palmeira, Isla Sal, and later on also at Praia, Santiago at night. The leading lights were clearly visible and my crew wanted me to sail on in, but reflecting on the two stories above I refused and waited until dawn to enter. Upon checking, I discovered that in both harbors the breakwaters had been extended but leading lights had not been changed.

In my career as a yacht insurance broker, I have been involved in probably a dozen claims involving serious damage, as well as some total losses, caused by entering harbors at night.

Because of this, the information on the back of Imray Iolaire Caribbean charts used to state "do not enter harbors at night." However, this warning is slowly disappearing from the booklets that now accompany Imray Iolaire charts. After the machine that printed double-sided charts died, the abundant additional information that was on the back of each chart was reproduced in a booklet that accompanied the chart. Excellent: the chart could be spread out and information in the booklet could be examined at the same time.

Over time the head of the chart company hired a new editor, retired and turned the company over to a new owner. I was presented with their new version of chart 100, a North Atlantic passage gnomic projection chart that had been selling slightly over 1,000 copies every year. On the back of the original chart were 12-month wind, gale and excessive wave height data. The new editor had redone the chart and booklet, eliminating some information that I felt was important. The 12-month weather charts that were on the back of the original chart were now in a booklet accompanying the chart, but reduced to four months and gale frequency eliminated.

My warning about not entering harbors at night was also eliminated. The editor claimed that with modern electronics, radar, electronic charts and chart plotters it was safe for the modern sailor to enter harbors at night. My complaints fell on deaf ears.

But my advice to you still holds. "When in doubt, stay out." It's worth it to wait for daylight to enter a harbour safely.

Don Street
Glandore, Ireland



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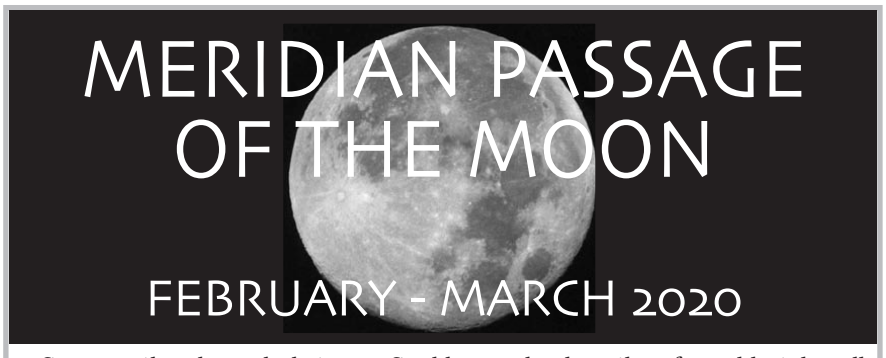
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Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

February		20	0949	11	0127
DATE	TIME	21	1040	12	0231
1	1745	22	1128	13	0314
2	1830	23	1214	14	0408
3	1917	24	1257	15	0503
4	2008	25	1339	16	0556
5	2103	26	1420	17	0653
6	2201	27	1500	18	0746
7	2301	28	1542	19	0837
8	0000 FULL MOON	29	1624	20	0926
9	0001			21	1012
10	0059	**March**		22	1056
11	0155	1	1710	23	1138
12	0249	2	1758	24	1219
13	0341	3	1850	25	1259
14	0432	4	1945	26	1340
15	0524	5	2042	27	1422
16	0616	6	2141	28	1507
17	0709	7	2240	29	1553
18	0803	8	2337	30	1643
19	0857	9	0000 FULL MOON	31	1735
		10	0033		

What Do You Do with a Broken Captain?

by Sally Erdle

I recently spoke with a cruising yacht owner who had just completed his third Atlantic crossing under sail. He and his wife and the other four crewmembers for the westbound passage had known each other for over a decade. The owner was an experienced ocean racer; the others had varying degrees of sailing or motorboating experience.

Since this crossing was to be the bluewater shakedown cruise for a brand-new French-built catamaran, none of the other crew had ocean-passage experience, and the owner's passage-making skills were rusty, he also decided to also take a paid professional captain. He chose an experienced captain in his 50s with excellent references, one whom he'd worked with previously and liked.

But warning signs began coming up. First, the captain insisted that he had to meet his family in the Caribbean on a specific date, which would make a very tight time frame. When boarding the boat the captain commented that he hadn't been sleeping well and asked for sleep aids. The owner, whose wife is a medical professional, said they didn't keep any aboard because they wanted everyone to be alert.

The day after departure from the Canary Islands, the captain suddenly announced, "I'm having depression. I don't think I can do this. I want to get off." The owner told him to take the day off and get some sleep. But when the captain resumed duties he began making bad decisions on the helm. A day or so later, he said, "I'm anxious. I'm afraid I'm going to run off the back of the boat and kill myself." Then the captain started to get aggressive, demanding Xanax, which they didn't have, and insisting on an immediate helicopter rescue or that a tanker come get him and carry him to the nearest port, neither of which was possible.

The owner says, "It became laser clear that when you are on a 45-foot island and the guy at the top of the chain of command is incapacitated you need a clear plan." The owner conferred with the rest of the crew and the decision was made to divert to the Cape Verdes, six days away, to discharge the captain. One crewmember took the main responsibility of constantly "babysitting" the captain, talking to him and reassuring him. The owner and crew discussed "what if" scenarios, including possibly having to manhandle or restrain the captain if he became violent, but it never came to that.

As they neared the Cape Verdes, the captain said that he felt unable to find his way home alone, so the owner contacted the captain's wife, but she was unwilling to come and get him, stating that "the boat owner is responsible for him." Eventually the owner contacted the captain's national embassy in Mindelo, which to everyone's relief "dealt with it perfectly." A representative was waiting on the dock when they arrived and the embassy repatriated the captain.

> *The day after departure the captain announced, 'I don't think I can do this.'*

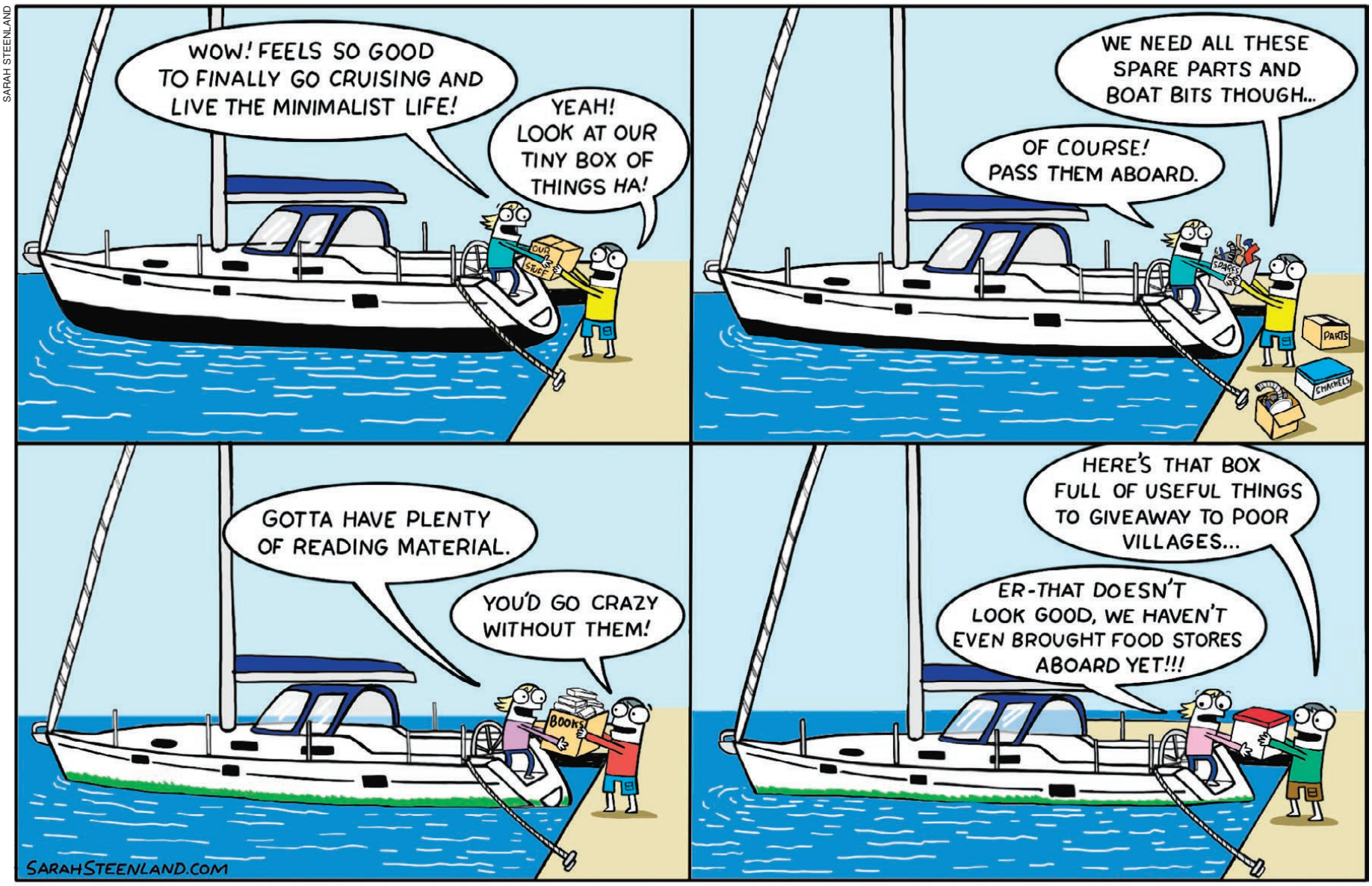
The owner said, "The big takeaway for me was that even if you are careful about crew selection you have to think about the worst-case scenarios. I'd dealt with all sorts of boat breakdowns but never a mental breakdown. There's always some anxiety when going to sea, and that's natural, but this was an extreme case. It brings up more questions than answers. Is it worth having anti-anxiety medication in your boat kit? When do you 'prescribe'? Do you divert or abort the trip, or carry on?

"My wife and I were lucky that this happened early in the crossing, and we had a fairly convenient diversion port and good friends with some boating experience onboard. Imagine if we were completely inexperienced and this had happened a thousand miles offshore."

The Atlantic crossing on the new boat was ultimately successful. The owner reports, "After signing the captain off we never considered abandoning the trip. It was a solidarity decision; we had a crew discussion and we all felt ready to do it. After this experience we all trusted each other one hundred percent."

COMPASS CARTOON

SARAH STEENLAND





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1 – 2	Grenada Sailing Festival Workboat Regatta. www.grenadasailingfestival.com
2	World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
7	Public holiday in Grenada (Independence Day)
9	FULL MOON
9	Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
13 –16	Round Martinique Regatta. YCM, www.theroundmartinique.com
14 – 15	Jolly Harbour Valentine's Regatta, Antigua. JHYC, www.jhycantigua.com
14 – 16	Caribbean Multihull Challenge. www.smyc.com/caribbean-multihull-challenge
15	Bocas Del Toro Regatta, Panama. www.bocasdeltororegatta.com
15	Safety & Security seminar, Island Water World, Cole Bay, St. Maarten
15 – 16	Sweethearts of the Caribbean & Classic Regatta, BVI. WEYC, www.westendyachtclubbvi.com
16	YOC Race, Curaçao. CYA, info2cya@gmail.com
17	Public holiday in Puerto Rico & USVI (Presidents' Day)
21	Antigua 360° Race. AYC, www.antiguayachtclub.com
21 – 23	Caribbean Foiling Championships. sas@caribbeanfoiling.com
21 – 25	Semaine Nautique Internationale de Schoelcher, Martinique. CNS, www.cnschoelcher.net/regates
22	Public holiday in St. Lucia (Independence Day)
22	Governor's Cup Race, BVI. RBVIYC, www.royalbviyc.org**SBYC:**
23	Public holiday in Guyana (Mashramani)
23	Dominican Republic Carnival in LaVega.
23	Carnival Parade in Bonaire
24 - 28	RORC Caribbean 600 race, Antigua. caribbean600.rorc.org
24 – 25	Carnivals in Carriacou, Curaçao, Dominica, St. Barth, Trinidad, and Ponce, Puerto Rico
25	Public holiday in Suriname (Liberation Day)
27	Public holiday in Dominican Republic (Independence Day)
29 – 1 March	Union Island Conch Festival. (784) 458-8350

MARCH

1	25th Anniversary of *Caribbean Compass.* www.caribbeancompass.com
1	Dominican Republic Carnival in Santo Domingo.
4	Public holiday in BVI (HL Stoutt's Birthday observed)
5 - 8	St. Maarten Heineken Regatta, SMYC, info@heinekenregatta.com
6 – 8	St. Croix International Regatta. SCYC, www.stcroixyc.com
7	Fishing for Cruisers seminar, Island Water World, Cole Bay, St. Maarten
7 – 9	Dark & Stormy Regatta, BVI. WEYC, www.westendyachtclubbvi.com
8	International Women's Day
9	FULL MOON
9	Public holiday in some places (Commonwealth Day) and in Guyana and Suriname (Holi observed)
11	Public holiday in Belize (National Heroes' Day)
11 - 15	Superyacht Challenge Antigua. www.superyachtchallengeantigua.com
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 22	Yachtie Appreciation Week, Portsmouth, Dominica. **See ad on page 25**
17	Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
19 – 22	St. Barths Bucket Regatta, St. Barths. www.BucketRegatta.com
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
26	Round the Rocks Race, St. Thomas, USVI. STYC, stthomasyachtclub.org
27 – 29	St. Thomas International Regatta. STYC, stthomasyachtclub.org
28	Engine Maintenance seminar, Island Water World, Cole Bay, St. Maarten
28, 29	Antigua Optimist Open & Antigua Laser Open. AYC, www.antiguayachtclub.com
30	Public holiday in Trinidad & Tobago (Spiritual Baptist `Shouter' Liberation Day)
30 – 5 April	BVI Spring Regatta & Sailing Fest, Tortola. RBVIYC, royal bviyc.org
31	Nanny Cay Round Tortola Race. RBVIYC, royal bviyc.org
TBA	World ARC arrival, Grenada. WCC, www.worldcruising.com
TBA	Foxy's Music Fest, Jost Van Dyke, BVI. https://foxysbvi.com
TBA	Pam Pepin International Optimist Regatta, Puerto Rico. CNSJ, www.nauticodesanjuan.com

All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to* sally@caribbeancompass.com

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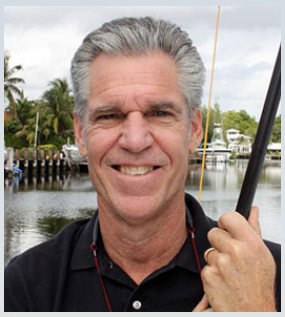
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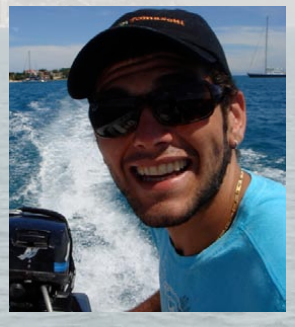
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2011 Lagoon 450
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2008 Leopard 46
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2007 Catana 50
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2015 Catana 47



2009 Catana 50



2014 FP Helia 44



2011 Privilege 615



2014 LAGOON 450



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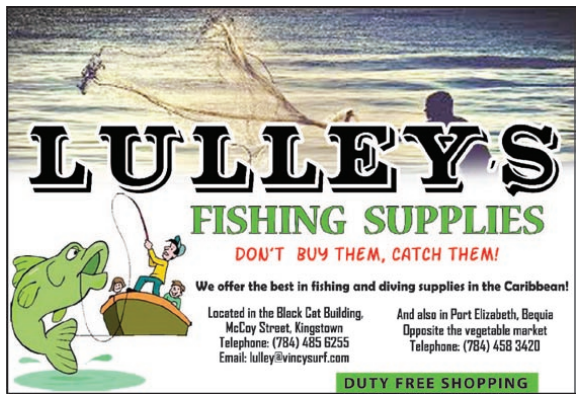
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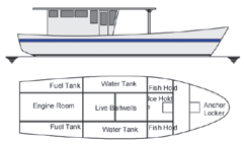
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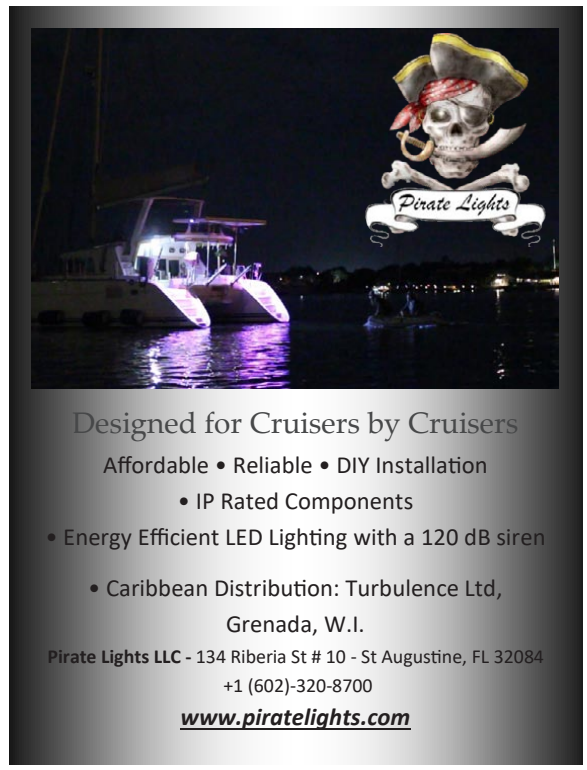
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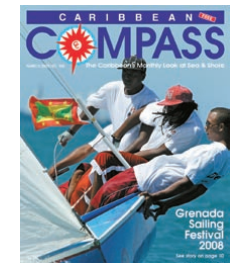


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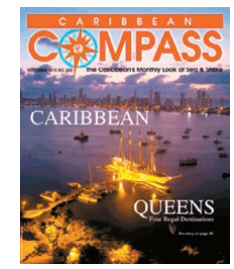
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